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No. 21,494 號肆拾玖百肆千壹萬式第 日七初月伍年卯丁 HONG KONG, WEDNESDAY, JUNE 1st, 1927. 叁拜禮 日壹月陸年七廿百九千壹萬 1927. PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	WEEK	E.	O.	E.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.35	4.55	5.30	7.21
Yauwalei ...Dep.	6.50	—	—	9.25	10.40	12.10	1.25	2.45	5.05	5.40	7.31
Shatin ...Dep.	7.00	—	—	9.35	10.50	12.20	1.35	2.55	5.15	5.50	7.41
Taipei ...Dep.	7.10	—	—	9.45	11.00	12.30	1.45	3.05	5.25	6.00	7.51
Taipei Market ...Dep.	7.20	—	—	9.55	11.10	12.40	1.55	3.15	5.35	6.10	8.01
Fanning ...Dep.	7.30	—	—	10.05	11.20	12.50	2.05	3.25	5.45	6.20	8.11
Shamshui ...Dep.	7.40	—	—	10.15	11.30	13.00	2.15	3.35	5.55	6.30	8.21
Shamshui ...Arr.	7.42	8.45	9.15	10.18	11.32	12.58	2.18	3.38	5.58	6.33	8.24
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—	—

	A.M.	A.M.	O.	A.M.	A.M.	WEEK	E.	O.	E.	P.M.	P.M.
Canton ...Dep.	7.10	8.05	8.30	9.15	10.30	12.00	1.15	2.35	4.55	5.30	7.21
Shamshui ...Dep.	7.20	8.15	8.40	9.25	10.40	12.10	1.25	2.45	5.05	5.40	7.31
Shamshui ...Arr.	7.22	8.17	8.42	9.27	10.42	12.12	1.27	2.47	5.07	5.42	7.33
Fanning ...Dep.	7.32	8.27	8.52	9.37	10.52	12.22	1.37	2.57	5.17	5.52	7.43
Taipei Market ...Dep.	7.42	8.37	9.02	9.47	11.02	12.32	1.47	3.07	5.27	6.02	7.53
Taipei ...Dep.	7.52	8.47	9.12	9.57	11.12	12.42	1.57	3.17	5.37	6.12	8.03
Shatin ...Dep.	8.02	8.57	9.22	10.07	11.22	12.52	2.07	3.27	5.47	6.22	8.13
Yauwalei ...Dep.	8.12	9.07	9.32	10.17	11.32	13.02	2.17	3.37	5.57	6.32	8.23
Kowloon ...Arr.	8.20	9.05	9.30	10.15	11.30	12.55	2.25	3.45	6.05	6.30	8.25

### SHA TAU KOK BRANCH.

	A.M.	A.M.	O.	A.M.	A.M.	WEEK	E.	O.	E.	P.M.	P.M.
Fanning ...Dep.	7.45	8.40	9.10	9.55	11.10	12.40	1.55	3.15	5.35	6.10	8.01
Shamshui ...Dep.	7.55	8.50	9.20	10.05	11.20	12.50	2.05	3.25	5.45	6.20	8.11

Further information may be obtained at the RAILWAY OFFICES, Kowloon, or from Messrs. TONG COOK & SON, LTD., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

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	HONG KONG TO MACAO	MACAO TO HONG KONG
FRIDAY, 3rd JUNE.	9.00 A.M. "SUI AN" (Excursion)	5.00 A.M. "SUI TAI" (Excursion)
	2.00 P.M. "SUI TAI"	3.30 P.M. "SUI AN" (Excursion)
SATURDAY, 4th JUNE.	9.00 A.M. "SUI AN" (Excursion)	5.00 A.M. "SUI TAI" (Excursion)
	2.00 P.M. "SUI TAI"	3.30 P.M. "SUI AN" (Excursion)
WHIT SUNDAY, 5th JUNE.	9.00 A.M. "SUI AN"	3.30 P.M. "SUI AN"
WHIT MONDAY, 6th JUNE.	9.00 A.M. "SUI AN" (Excursion)	5.00 A.M. "SUI TAI" (Excursion)
	2.00 P.M. "SUI TAI"	3.30 P.M. "SUI AN" (Excursion)

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## A MYSTERY GENERAL.

BEI BAO SHAN AND THE NATIONALISTS.

SUN CHUAN FANG A PRISONER?

SHANGHAI, May 26th.  
There has been no confirmation of the report that Marshal Sun Chuan Fang has been taken prisoner to Nanking, having been turned over to the Nationalist forces by his subordinate, General Bei Bao Shan, after the fall of Yangchow. General Bei Bao Shan will be remembered as Marshal Chi Hsi-ch Yuan's subordinate, who, for a few weeks, was acting Defence Commissioner here in 1925. His headquarters are at Haichow, where he is exceptionally popular. During the recent fighting in Chekiang between Marshal Sun Chuan Fang and the Nationalists, there have been conflicting reports of General Bei's attitude. At one time, he was suspected of having sold out to the Nationalists and at another, of having effected a brilliant comeback in the interests of Marshal Sun. The fact remained that he was found fighting with Marshal Sun's troops on the north bank of the Yangtze in the inglorious days following the defeat of the Marshal by the Nationalists.

An "Excellent Reputation."

The *Ming Pao*, the official Nationalist organ, has published a report that General Bei had gone over to the Nationalists and had taken Marshal Sun prisoner. He is supposed to have become Commander of the 36th Nationalist Army. There may be truth in this report because during recent weeks General Bei has been unwilling to fight against either Marshal Sun or against the Nationalists, maintaining a strictly neutral position. At the same time, the news has not been confirmed and General Bei's reputation is such an excellent one that it is difficult to believe that he would be capable of an act of personal treason for any reasons whatsoever.

Shantung Troops On The Run.

It is understood that the campaign against Hsuehchow will shortly be continued, as several impediments to successful operations have been removed. In Chinese circles, increasing surprise is being expressed at the absence of any resistance on the part of the Shantung-Chihli troops. General Chiang Kai Shek's forces have no rolling stock and are, therefore, unable to avail themselves of the Tientsin-Pukow Railway. They have, therefore, practically been forced to walk from Pukow to Pengpu and yet have met with no obstacles. Although Marshal Sun's troops at Yangchow and Tsingkiangpu put up a stiff fight, General Chang Tsung-chang's forces constantly retreated without fighting. There is, therefore, slowly dawning on the public a consciousness that there might have been a deal on and all sides are wondering what it is. Szechuan generals have agreed to send 40,000 troops to Hupoh to occupy that province in the interest of the Nanking Government. Official reports from Chungking state that they are now commanding ships for that purpose.

Reports from Chinkiang state that the Nationalists have successfully crossed the river to the north bank, where they seized Marshal Sun's heavy artillery which could not be moved in time. From sources close to Marshal Sun, it is stated that his heavy artillery was not very modern. —North China Daily News.

## FOREIGN PROPAGANDISTS QUIT HANKOW.

A number of foreigners, mostly Russians and Germans, in the employ of the propaganda department of the Kuomintang, are quitting their jobs, according to reliable information received from a member of the staff on the 15th. These men have agreements which give them the privilege of being paid in silver or gold, and refuse to accept their salaries in local notes. *Chinese Correspondence*, a weekly publication of the Kuomintang, has ceased publication, due to the fact that a large part of its editorial staff is unwilling to accept their pay in Central Bank of China notes, and have decided to leave the port instead. —Hankow Herald.

## MISS SYLVIA CHEN.

HER FATHER'S RIGHT HAND.

DANCED AT THE "EMPIRE."

A girl who was once the "Empire" dancer in the London stage is now the Government of South China.

She is Sylvia Chen, the daughter of Eugene Chen, the chief figure in the Communist Administration at Hankow and Canton. Letters received from China speak of the work which Sylvia Chen is doing in her father's office, says a London contemporary.

Miss Sylvia Chen is really a British subject, because she was born in Trinidad, where her father was practising as a solicitor under his real name of E. Bernard Aham. Her mother was of negro origin, and Miss Chen shows the colour in her complexion.

The income of Mr. E. Bernard Aham, solicitor of Trinidad, was fairly substantial, and Sylvia was sent to school in London. She was trained as a dancer when in her teens, and while still a child she appeared in a dancing troupe before royalty.

She returned to Trinidad when her education was completed, and she took part there in several stage entertainments for charity. She is an excellent dancer, and was chosen as the principal for a dance, called "The Bowl of Hygieia," which was produced at the Empire Theatre, Trinidad, in 1925. Sylvia Aham, now Miss Chen, of China, was a captain in a company of Girl Guides when living in Trinidad.

Younger Sister.

Mr. Bernard Aham, who had left Trinidad and returned to Canton, the home of his Chinese ancestors, the Chen family, sent for his children to join him about a year ago. His wife had died several years before.

Sylvia was accompanied to China by her brother, Percy, who had previously been "called" as a barrister in Trinidad.

Miss Sylvia, since settling in China, has been at the right hand of her father in his Government work. She has developed unexpected ability in office organisation. One brother of Mr. Chen still remains in Trinidad as a clerk in the Registrar-General's Department.

## WHY SIR HUGH CLIFFORD REJECTED AN ADDRESS.

SET THE LAW AT DEFIANCE.

GLAD TO RETURN TO MALAY PENINSULA.

Sir Hugh Clifford recently refused to accept an address from the Chikla District Planters Association in connection with his appointment in connection with his appointment in connection with his appointment.

Explaining why, Sir Hugh said unhappily the association had proposed to present him with an address which practically set the law of the land, as it stood at present, at defiance. He was for the time being His Majesty's representative in the island, and the law, whatever its defects might be, had passed through Council and had received the assent of His Majesty, and it could not be set at defiance by any self-respecting or law-abiding citizen. As long as that address of the Chikla Association contained words which no law-abiding citizens could use without disloyalty to the King, he considered it his duty, as His Majesty's representative, firmly and decidedly to decline to receive it. "The Waste Of 24 Years." Sir Hugh added that he would like to say that when the offer to return to the Malay Peninsula was made to him by Mr. Amery he did not hesitate to accept it. For 24 years he had been an exile from a country in which for 20 years he had devoted every energy of mind and body in acquiring a thorough knowledge of that country, its people and its customs, living among them as one of themselves, in a way in which it had not fallen to the lot of any European in his service, and he felt that the waste of those 24 years he had spent up and down the world—years in which, hampered by lack of vernacular knowledge, he had continually to get at his work "second hand"—could now be of service in that he could apply the experience gained in those years for the better administration of the people whose language and habits of thought he understood even better than those of his own countrymen. —Singapore Free Press.

## DIARY OF EVENTS.

To-day.  
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.  
H.M.S. *Tatiana* Dance, Helena May Institute, 8.45 p.m.  
Dinner Dances and Exhibition Dancing at the Cafe Restaurant Parisien.  
Queen's Theatre: "The Loves of Pharaoh."  
World Theatre: "Empty Hands."  
Star Theatre: "Too Many Kisses."  
Principal Mails:—Inward: Europe via Siberia (Glenbeg). Outward: Canada, America, etc., Europe via Siberia (Empress of Canada), 10 a.m.

Thursday.  
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.  
Theosophical Society Lecture, 6 p.m.  
Dinner Dances and Exhibition Dancing at Cafe Restaurant Parisien.  
Queen's Theatre: "Pretty Ladies."  
World Theatre: "Three Live Ghosts."  
Star Theatre: "The Top of the World."

Friday.  
H.M. King George V. born, 1865.  
King's Birthday Parade, Happy Valley, 9 a.m.  
Golf: Whitsuntide Meeting, Fanning.  
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.  
Dinner Dances and Exhibition Dancing at Cafe Restaurant Parisien.  
King's Birthday Reception by H.E. the Governor and Lady Clementi, Government House, 9.30 p.m.  
Queen's Theatre: "Pretty Ladies."  
World Theatre: "Three Live Ghosts."  
Star Theatre: "The Top of the World."

Saturday.  
Whitsun Eve.  
Dragon Boat Festival (Tin-shang-chieh).  
Hong Kong Jockey Club 4th Extra Race Meeting, Happy Valley (first day).  
Golf: Whitsuntide Meeting, Fanning.  
Lawn Bowls League:—(Details in Saturday's issue).  
Lawn Tennis:—"A" Division: University v. H.K.C.C.; C.R.C. v. U.S.R.C.; I.R.C. v. M.B.K. "B" Division: H.K.C.C. v. Nippon Club; M.B.K. v. C.C.C.; R.E.S. v. C.R.C.; U.S.R.C. v. I.R.C.; R.C.C. v. University; K.C.C. v. S.C.A.A. "C" Division: C.C.C. v. H.K.C.C.; S.C.A.A. v. R.A.O.C.; Nippon Club v. R.C.C.; Netherlands T.C. v. K.B.S.F.P.A.; K.C.C. v. Taikoo R.C.  
St. Peter's Y.M.C. Launch Picnic. Launch leaves Queen's Pier, 3.30 p.m.  
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.  
Dinner Dances and Exhibition Dancing at Cafe Restaurant Parisien.  
Queen's Theatre: "Pretty Ladies."  
World Theatre: "Three Live Ghosts."  
Star Theatre: "The Top of the World."

Sunday.  
Whitsun Day.  
Golf: Whitsuntide Meeting, Fanning.  
Monday.  
Whit-Monday and Bank Holiday.  
Hong Kong Jockey Club 4th Extra Race Meeting, Happy Valley (second day).  
Golf: Whitsuntide Meeting, Fanning.  
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.  
Dinner Dances and Exhibition Dancing at Cafe Restaurant Parisien.  
Principal Mails:—Inward: Canada, U.S.A. and North, etc. (Empress of Russia, President Monroe and President Jackson).  
Tuesday.  
49th Ordinary annual meeting of China Sugar Refining Co., Ltd., Jardine, Matheson & Co., noon.  
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.  
Piano Recital by pupils of Mr. Harry Ore, St. John's Cathedral Hall, 5.30 p.m.  
Dinner Dances and Exhibition Dancing at Cafe Restaurant Parisien.  
Principal Mails:—Outward: Europe via Marseilles (Dartagnan), 2.30 p.m.

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REV. H. COPLEY MOYLE'S ANALYSIS OF POWER.

IN WHAT SENSE MONEY IS POWER.

**SCHOLARLY SERMON AT ST. JOHN'S  
CATHEDRAL.**

St. Matthew 23:15. Jesus came and spake unto them, saying, All power is given unto me.

Power is something which many yearn for and few attain. And when it is attained it often proves difficult to use. It has been said that no one is fit to be an autocrat, and certainly no one with the power of an autocrat is to be envied. Has not Shakespeare said, "A crown weighs heavy on the head that wears it"? Power arises from different causes. There is the power of position, everyone has power over someone, except perhaps the smallest child of the poorest cottage. And power is a privilege to be used wisely as all privileges should be, and to be used unwisely. There is an old Hong Kong story of a man who had recently been made a lance-corporal in the Volunteers, and coming out of Church he said to his friend, "I like being prayed for in church." "What do you mean?" said his friend. "Didn't you hear them pray for all in authority?" replied the lance-corporal. He certainly took his position seriously. We expect people to use the power of their position for the public good, and so we give them titles. We call them the "Honourable" or "His Honour," or "His Worship," to be a continual reminder to them of the ideal which they are expected to keep before them.

**Money A Real Source Of Power.**

But money is a real source of power, and no one can deny its power, it is a power which can be used for good or evil. Money can be used to help the needy, to cheer the sad, to teach the ignorant, to heal the sick, to spread the Gospel, and to strengthen the Kingdom of God. "Money," it has been said, "comes the nearest to omnipotence of anything we can handle." It is by money that great enterprises are carried through for the benefit of mankind. You cannot start any scheme for the welfare of anyone but you are at once confronted by the need of money. So money is an enormous power. And we Christians are bound to regard whatever money we have, whether it be much or little, as a trust for the right use of which we shall have to give account to God. Alms giving is a Christian duty and by our money we can take part in all kinds of enterprises in which it is impossible for us to give personal service. But money is a dangerous power, if we allow it to engross too much of our thought and it can be used for the advance of the Devil's Kingdom very effectively.

**Knowledge Useful And Useless.**

Again there is the power of knowledge, which is quite real but not always possessed by people who know a lot. I suppose we have all met some people who had vast stores of knowledge of which they seemed incapable of making any practical use. But knowledge ought to be a source of power and it generally is so, just as certainly as ignorance is a source of weakness. The more a man knows the more power he has, if he can apply and use his knowledge.

**Character: May Be Hated But Cannot Be Ignored.**

But after all perhaps the greatest source of power and the one which is most lasting is not position and not money and not knowledge but character. The man of sterling truthful, upright, unselfish character is a man who counts. He is a man of real power. He cannot be ignored. He may be hated and abused but he has to be considered. I suppose the present Prime Minister of England owes his position chiefly to his character. People feel that he is honest and can be trusted, which cannot be said of all politicians. The power of character is found in all classes, it ought to be a striking mark of every Christian.

Someone may at some time have been tempted to ask "which is more powerful, good or evil?" To such a one comes the victorious claim of the risen Christ "all power is given unto me." It is made by Him who is the Truth. All power is His. The power of evil may sometimes seem great but it is nothing to the power of good-ness which is the power of God. The man or woman who has thought he or she stood alone for God has often been tempted to think the power of evil great, because he has looked down instead of looking up. You remember that old Testament story of the Syrian Army at Samaria. The servant of

Elisha was terrified when he looked and saw the Syrian hosts and knew that they had come to take his master. But when Elisha prayed for him his eyes were open to perceive the armies of heaven around him and he knew that Elisha spoke truly when he said: "They that be with us are more than they that be with them." And therein we learn a great truth which stands for ever. The powers of good are often more than the powers of evil. We have our moments of defeat then we feel that our power is not what we should like. We are weak and we long to be better. We do not rise above the level of conduct which we see in the fashion around us, and we say to ourselves that we have not the power to overcome the evil in us and around us, and perhaps all the while we are surrounded by people who are just as anxious to rise above the standard of life which is around them but they are afraid. They too think the powers of evil are much stronger than they are, and they underestimate the powers of goodness. It is one of the most successful temptations of evil to make us think that we stand alone for goodness amongst a crowd of evil doers. That is one of the blessings which we get from public worship. It makes us, or it ought to make us, feel that we are one of a vast army who are pledged to follow Christ as their leader and captain. A vast army which includes the great heroes and saints of the Church, most of whom have already won their victory under circumstances very much like our own, but they won trusting in the power of Christ. No Christian should ever be faint hearted but always full of power and hope. Evil is not nearly as powerful as goodness. I think it is in one of Miss Marie Corelli's novels that the suggestion is made that this may be the only world where evil is to be found. Of course, it is only a suggestion, but I think it is a beautiful one. It is good to stand on some clear starlight night and to look up at the countless hosts of the stars and to think that many of them may be peopled with beings who are sinless and who are perfectly happy because they are perfectly performing the will of the Almighty Father who created them. If this is the only world where sin and evil are found, then surely they bear but a small proportion to the overwhelming powers of goodness.

**The "End Of The World."**

But even in this world the good is greater than the evil. Do not believe those miserable people who are always telling us that the world is trying to destroy them. They are almost always telling us that the world is coming to an end very soon. They are always with us. I remember soon after I came here an old clergyman came to Hong Kong, it was in the year 1913, and wanted to preach in this pulpit and tell people that the world would end in ten years. He was quite angry with me because I refused to let him preach. Christ himself said "Of that day and hour knoweth no man." Yet foolish people will fix dates for the ending of the world, and other foolish people are always saying the world is getting worse. Do not believe them. Christ's Kingdom is spreading and will never fail. His power will conquer. Strength grows with use. If we are weak it is because we do not use our strength. Practice makes us strong. That is the reason why the coolies can carry such heavy loads. They are always doing it. A doctor once told me that if a mother carried her baby every day the baby would begin to walk, she could carry him as a full grown man.

The more we use the power we have the stronger we become. The whole power of Christ is at our disposal, for He who said "All power is given unto me." Said also "Ye shall receive power." You have been baptised into Christ, His life and power has flowed into you. You are bound to be victorious over evil. And don't be too ready to think evil of those around you. Don't think a man has no religion because he does not go to church. Only let us use the power He offers us, let us use His presence offered to us in the Blessed Sacrament especially on Whitsunday, to increase our power. If we lack power it is because we do not use the means of power Christ gives. If you are striving for truth and uprightness be courageous, you are on the winning side. Christ conquered evil and ten thousands of his Saints, who were once weak men and women like you and me, have conquered in his power, and we can conquer too, and we will.

**PEAK TRAMWAYS CO., LTD.**

**ANNUAL REPORT.**

The report of the Directors of the Peak Tramways Company, Ltd., which will be presented to the annual meeting of the shareholders at the Hong Kong Hotel on Thursday, June 9th, states:

The Net Profit for the 12 months, after deducting Directors' Fees and General Managers' Remuneration, and making provision for Depreciation

Amounts to \$36,024.67  
To which has to be added the Balance brought forward from last account 20,687.92

Making available for appropriation \$56,712.59

The Directors recommend that the amount available for distribution, viz.: \$56,712.59 be allocated as follows:

Pay a Dividend of 7 per cent. on 25,000 shares fully paid up \$17,500.00  
Pay a Dividend of 7 per cent. on 50,000 shares \$3,500.00  
And Carry Forward to next account 21,712.59  
\$56,712.59

**Directors.**

During the year Mr. A. O. Lang and Mr. R. Mein Austin resigned from the Board on leaving the Colony.

Sir Robert Ho Tung and Mr. J. J. Patterson joined the Board.

In accordance with Rule 95 (a) of the Articles of Association, the present Members, Mr. J. Scott Harston, Mr. A. S. Gubbay, Sir Robert Ho Tung, and Mr. J. J. Patterson retire, but being eligible, offer themselves for re-election.

**Auditors.**

The accounts were audited by Messrs. Lowe, Bingham & Matthews and Messrs. Linstead & Davis. Messrs. Lowe, Bingham & Matthews and Messrs. Linstead & Davis offer themselves for re-election.

**RUBBER SMUGGLING IN SINGAPORE.**

FURTHER CAPTURES BY THE PREVENTIVE FLEET.

The following are the latest reports of captures of rubber smugglers by the Singapore Customs Preventive Fleet.  
On the 5th inst., off Pulau Besar, the *Pennang* captured a kora containing two Chinese and 36.71 piculs of rubber. They were charged before Mr. Dodd, Magistrate, Malacca, and fined \$500 or six months' rigorous imprisonment.  
The same launch, off Parit Bakar at 7 a.m. on the 8th inst., captured a prau containing five Malays and 35.60 piculs of rubber. The men were charged before Sheik Abdullah and fined \$5,000 or six months' rigorous imprisonment.  
A telegram from the *Pennang* reports that on the 15th inst. she captured a kora with two Chinese and 22 piculs of rubber off Pulau Besar. Another telegram states that on the 17th inst. she captured a prau containing two Chinese and 14 piculs of rubber off Pulau Uduang.  
The *Lada*, off Tanjung Tehor on the 8th inst., captured a prau containing four Malays and 21.27 piculs of rubber. The men were later charged before Sheik Abdullah and fined \$5,000, or six months' rigorous imprisonment.  
A short while later the same launch captured a Chinese kora near the same spot with two Chinese and 30.16 piculs of rubber. The men were charged before the same Magistrate and similarly dealt with.—*Singapore Free Press.*

**EXCHANGE.**

**CLOSING QUOTATIONS.**

May 31st, 1927.

On LONDON.—  
Telegraphic Transfer 2/3  
Bank Bills on demand 2/0 1/16  
Bank Bills at 30 days sight —  
Bank Bills at 4 months sight —  
Bank Bills at 6 months sight —  
Credit at 4 months sight 2/1 1/16  
Documentary Bills 4 months sight —  
On PARIS.—  
Bank Bills on demand 1240  
Credit at 4 months sight 1315  
On NEW YORK.—  
Bank Bills on demand 48  
Credit at 60 days sight 508  
On BOMBAY.—  
Telegraphic Transfer 134  
Bank Bills on demand 134  
On CALCUTTA.—  
Telegraphic Transfer 134  
Bank Bills on demand 134  
On SHANGHAI.—  
Bank Bills at sight —  
Private 30 days sight —  
On YOKOHAMA.—On demand 1044  
On MANILA.—On demand 98  
On SINGAPORE.—On demand 84  
On BATAVIA.—On demand 1211  
On HAIKONG.—On demand —  
On SINGAPORE.—On demand 92  
Governor's Bank's Buying Rate \$9.65  
Gold Loan 100 lns. per lsd. —  
B.B. Silver, per oz. 28 9/16

**BLUE FUNNEL LINE**

**SUMMER CRUISES 1927**

To Shanghai, Tsingtau, Wei-Hai-Wei, Taku  
(for Tientsin & Peking), Dairen and  
return to Hong Kong.

	"PATROCLUS"	"ANTENOR"	"HECTOR"
	11,316 tons.	11,174 tons.	11,198 tons.
Leave Hong Kong	June 23rd	July 23rd	Aug 25th
Arrive Shanghai	26th	26th	28th
Leave Shanghai	29th	29th	Sept. 2nd
Arrive Tsingtau	1st	1st	2nd
Leave Tsingtau	2nd	2nd	3rd
Arrive Wei-haiwei	2nd	2nd	3rd
Leave Wei-haiwei	2nd	2nd	3rd
Arrive Taku Bar (for Tientsin & Peking)	3rd	31st	4th
Leave Taku Bar	6th	4th	8th
Arrive Chungking	7th	—	—
Leave Chungking	7th	—	—
Arrive Dairen	8th	9th	15th
Leave Dairen	12th	—	19th
Arrive Taku Bar	—	—	20th
Leave Taku Bar	—	—	21st
Arrive Wei-haiwei	July 13th	Aug. 10th	21st
Leave Wei-haiwei	13th	10th	21st
Arrive Tsingtau	14th	11th	22nd
Leave Tsingtau	15th	12th	23rd
Arrive Shanghai	17th	14th	25th
Leave Shanghai	23rd	20th	Oct. 1st
Arrive Hong Kong	26th	23rd	4th

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**BUTTERFIELD & SWIRE,**  
AGENTS.  
Telephone Central 36.

**RIGAUD, 16 RUE DE LA PAIX, PARIS.**  
**NEW STOCK OF FRENCH PERFUMES.**

"UN AIR EMBAUME" JUST ARRIVED.

**"UN AIR EMBAUME"**  
Grand Model.

AGENTS IN HONG KONG:

**VICENTE ATIENZA & Co.**  
No. 54, NATHAN ROAD, KOWLOON  
TEL. K. 155.

**HONG KONG STOCK EXCHANGE.**

**CLOSING QUOTATIONS.**

May 31st, 1927.  
H.K. Bank ..... \$1,075.80.  
Do, London ..... \$217.80.  
Chartered Bank ..... \$230.00.  
Merrill Lynch, Pierce, Fenner & Smith ..... \$230.00.  
P. & O. Bank ..... \$230.00.  
East Asia Bank ..... \$230.00.  
Canton Insurance ..... \$230.00.  
China Underwriters ..... \$230.00.  
North China Ins. .... \$143.00.  
Union Insurance ..... \$279.00.  
Yangtze Insurance ..... \$279.00.  
China Fire Insurance ..... \$230.00.  
Hongkong Fire Ins. .... \$230.00.  
Shanghai Fire Ins. .... \$230.00.  
H.K. & S. Wharves ..... \$230.00.  
H.K. & W. Dock ..... \$230.00.  
Do, (Def.) ..... \$230.00.  
Shell Transport ..... \$230.00.  
Star Ferries ..... \$230.00.  
Waterboats ..... \$230.00.  
China Sugars ..... \$230.00.  
Malayan Sugars ..... \$230.00.  
Kaukon Mining Ad. .... \$230.00.  
Langkai (combined) ..... \$230.00.  
Do, (single) ..... \$230.00.  
Shan. Explorations ..... \$230.00.  
Shanghai Loans ..... \$230.00.  
Rural Lands ..... \$230.00.  
Ewo Cottons ..... \$230.00.  
Orientals ..... \$230.00.  
Shanghai Cottons (old) ..... \$230.00.  
Do, (new) ..... \$230.00.  
China Buses ..... \$230.00.  
H.K. Tramways ..... \$230.00.  
Peak Trams (old) ..... \$230.00.  
Do, (new) ..... \$230.00.  
Singapore Traction ..... \$230.00.  
Taxis ..... \$230.00.  
Amusements ..... \$230.00.  
Canton Loss ..... \$230.00.  
Cement (combined) ..... \$230.00.  
Do, (old) ..... \$230.00.  
Do, (new) ..... \$230.00.

**SPORTING.**

GUNS by W. W. GREENER  
WEBLEY and SCOTT, and Other  
Makers—British, French and  
American.  
B.S.A. Air Rifles, and Miniature  
Rifles, 22 Calibre, Repeating and  
Automatic.  
SPORTING CARTRIDGES of  
all descriptions.  
Agents for W. W. GREENER,  
LTD., BIRMINGHAM.

**HONG KONG SPORTING ARMS  
AND AMMUNITION STORE.**  
6, BRADFORD ARCADE.

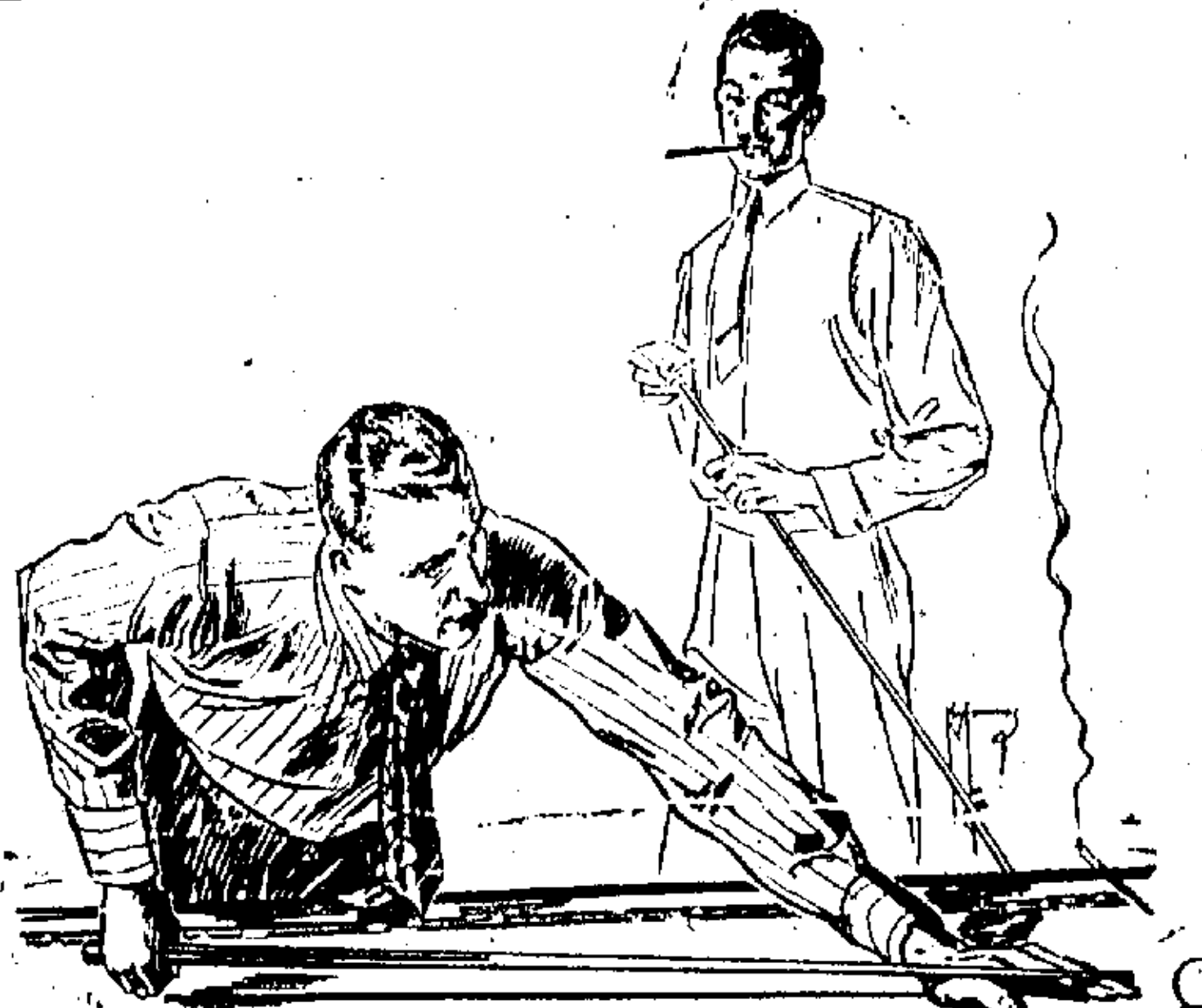
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PILLS**  
ADIOL & STEEL  
Sure and certain for all Female  
complaints. Every lady should  
keep a box in the house.  
Chemists and Stores sell  
them throughout the world.  
Proprietors:  
MARTIN, Chas., Southampton, England.

China Lights (comb.) ..... \$14.20 buy.  
Do, (old) ..... \$10.00 buy.  
Do, (new) ..... \$10.00 buy.  
China Providents ..... \$2.30 buy.  
Constructions ..... \$2.30 buy.  
Deir Farms ..... \$2.30 buy.  
Der A Wings ..... \$2.30 buy.  
H.K. Electric ..... \$2.30 buy.  
Macao Electric ..... \$2.30 buy.  
H.K. Ropes (old) ..... \$2.30 buy.  
Do, (new) ..... \$2.30 buy.  
Lane Crawford ..... \$2.30 buy.  
Maskintosh ..... \$2.30 buy.  
Gincores ..... \$2.30 buy.  
United Asbestos ..... \$2.30 buy.  
Watsons (old) ..... \$2.30 buy.  
Wm. Powells ..... \$2.30 buy.  
Telephones ..... \$2.30 buy.  
buy—buyers; sel—sellers; no—noises.









**"Tricoline" Shirts**  
THE EQUAL TO SILK — BUT WEAR BETTER  
White or Plain colours in newest shades with soft  
Collars to match.

**Mackintosh**  
MEN'S WEAR SPECIALISTS & Co. Ltd.  
ALEXANDRA BUILDING. DES VOEUX ROAD.

## DAIRY FARM NEWS.

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**DUNSTYLE CHEESE**  
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80 Cents per lb.

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Buy your table delicacies at—  
**THE FRENCH STORE**  
Where  
you will find a large variety at most  
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[A.P.B.]

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Safety  
RAZOR BLADE



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STANDARD VALUES  
**QUIK-STROP.**

Buy a Quik-strop Strop-  
per and save constant ex-  
pense of buying new  
Blades. A perfect edge  
producer, it sharpens two  
edges at once, reverses  
itself and strops the other  
side, only 30 seconds and  
all the edges are sharp-  
ened.

\$3.95

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"Nieso" Safety Razor  
Blades. The enormous  
demand for this make of  
blade speaks for itself and  
we would ask every cus-  
tomer who has not given  
these blades a trial to do  
so and they fit every Pat-  
tern Gillette Type Razor.  
They cost only

65 cents

Packet of 10 Blades

**QUIK-STROP**



## TWO COMPANY MEETINGS.

### GOOD BUSINESS DONE.

HONG KONG EXCAVATION,  
PILE DRIVING & CON-  
STRUCTION CO., LTD.

10 PER CENT. AND \$76,680  
CARRIED FORWARD.

The sixth annual general meeting of the Hong Kong Excavation, Pile Driving and Construction Co., Ltd., was held yesterday at Powell's Building. Mr. B. Montague Ede presided, supported by Mr. Charles L. Shank, Hon. Mr. R. H. Kotewall, C.M.G., Mr. Carl B. Shank, Mr. Chau Yue Teng, Mr. Li Yau Tsun, and Mr. Chan Pak Chuen.

The Chairman, proposing the adoption of the report and accounts, said:—  
The result of the year's working is very gratifying in view of the unsettled trade conditions prevailing during the period under review. You will notice from the balance sheet that at the close of the preceding year ending March 31st, 1926, \$306,453.78 was carried forward after a bonus to staff and dividend of 20 per cent. on the ordinary shares had been paid. This year's work has proved satis-

factory and your Directors have decided to declare a 10 per cent. dividend on the ordinary shares. At the last year's General Meeting, I pointed out that the large dividend recommended at that time was to be used in payment of a call of \$50 per share on the partly paid ordinary shares, which was necessary to meet obligations of the Company. Your Directors do not feel justified in recommending such a large dividend this year as the 10 per cent dividend recommended will deplete the Company's cash reserve by a sum only slightly less than that caused by the higher dividend last year. While the Company, could, no doubt, pay a higher dividend at the present time, your Directors do not feel this procedure is advisable due to the difficulty of analysing future prospects on account of the unsettled conditions prevailing throughout the country.

The net working profit for the year has amounted to \$218,290.01. Of this profit, \$88,189.25 has been absorbed in providing for depreciation in the Company's investments, plants, equipments and so forth, reserve for bad and doubtful debts and overhead charges, which leaves a net profit to the Profit and Loss account of \$130,100.76.

Your directors have recommended a 12 per cent. bonus of the year's salary to all members of the permanent staff. On behalf of the Directors, Management and Shareholders, I wish to thank all members of the staff for their very diligent services and hard work which have brought about the excellent results obtained. Much closer application is required from members of our staff than from most companies due to the fact that our work usually continues throughout the whole year, in many cases week ends and holidays being included, without any interruption except the Chinese New Year. It is these additional services by the staff which make for success, and which are especially appreciated by the Company.

#### 10 Per Cent. And Bonus To Staff.

After a dividend of 10 per cent. and the bonus to staff are paid, there will be \$76,680.76 to be carried forward, which, when added to the profit brought forward last year, makes the total sum carried forward this year amount to \$385,134.54.

During the period under review, the Company's piling operations continued to be satisfactory. The most important piling project undertaken during the year was that in connection with the New Sassoon Building in Shanghai where 1,600-92 foot Composite Raymond Piles were driven to support the structure. As this is to be one of the largest and heaviest buildings in Shanghai, the Architects for the project gave much thought to the particular piling that should be used. After much consideration had been given to various piling systems, the Raymond Pile was chosen as being the best pile to carry the enormous loads in question. The virtue of this system was so apparent to the Architects that only ordinary preliminary tests were required, and now that

the work is completed, the Architects are more than ever convinced that they made the correct selection of piling for this exceptionally heavy structure. Incidentally, the total cost of the Raymond Piling for this project proved to be considerably lower than the total cost of the increased number of wood piles that would have been necessary had wood piles been used.

Other piling contracts undertaken during the year have proved equally successful as our Shanghai operation and it is only to be expected that the popularity of the Raymond system of piling throughout the Far East will steadily increase.

#### Kowloon Tong And New Territories.

In my speech of last year's Annual Meeting, I mentioned the burden under which the Company was labouring in connection with the Kowloon Tong and New Territories Development Co., Ltd. This burden still exists notwithstanding the fact that the Kowloon Tong Project is now recognized as being a successful undertaking. The Kowloon Tong Company, being a non-capital Company, has never had sufficient funds to carry the scheme ahead on the mass production basis originally planned. To add to this handicap many of the subscribers from one reason or other have not found it convenient to meet their calls on their houses as they become due, and there are instances where houses have been practically completed with a large proportion of the calls remaining unpaid. The Kowloon Tong Company do not have the funds to carry on the work when calls are not paid, so the burden of financing the scheme has been thrown upon their Company until the Company's present commitments stand at a very high figure.

#### Sham Shui Po Camp And Tung Shan Hotel.

Two other noteworthy projects completed by the Company during the year were the Sham Shui Po Military Camp and the Tung Shan Hotel. The Sham Shui Po Military Camp was a contract for the construction of 51 buildings to accommodate two battalions of troops. Only sixty days were allotted for the completion of this scheme. Notwithstanding the delay caused by inclement weather and the necessity of securing labour for the scheme from Shanghai, all the work was completed in forty-five days from the date of signing the contract, fifteen days in advance of the time allotted by the Government of completion. This is probably the largest construction project ever executed in this Colony in such a short period of time and it speaks well for the high efficiency of the Company's organization.

Early in March the Company completed the Tung Shan Hotel which is an eight-story reinforced concrete structure, building faced with granite and Shanghai Plaster. Many other contracts had been undertaken by the Company during the year, amongst which are the formation of twenty-one building sites on Island Lot No. 2351, Stubbs Road, the Bowen Road Rapid Gravity Filter Beds.

Since the close of our year, the Company has been successful in securing several major contracts including the construction of the New Wong Nei Cheong Yullah and also other contracts of smaller magnitude, which, if successfully carried out, should ensure another very favourable balance sheet at the close of our next fiscal period.

The report and accounts were adopted without question. A resolution moved by the Hon. Mr. R. H. Kotewall and seconded by Mr. Chau Yue Teng that a dividend of 10 per cent. be declared for the year ended March 31st, to be payable on May 31st, 1927, was put to the meeting and carried unanimously.

On the proposition of Mr. Chau Yue Teng, seconded by Mr. C. L. Shank, the following gentlemen were elected to the Board of Directors:—Mr. B. Montague Ede, Mr. Charles L. Shank, Mr. Li Yau Tsun, Mr. Chan Pak Chuen, Mr. Carl B. Shank, and Mr. Chau Yue Teng. Messrs. Lowe, Bingham & Matthews, Chartered Accountants, be re-elected as Auditors of the Company. Mr. Chau Yue Teng seconded, after which the resolution was put to the meeting and carried unanimously.

A resolution to pay 12 per cent. of salaries as a bonus was carried unanimously.

### A YEAR OF RENOVATIONS.

PRINCE'S BUILDING & LAND CO., LTD.

GOOD PROSPECTS THIS YEAR.

The fourth ordinary general meeting of the Prince's Building and Land Company, Ltd., was held at the Company's offices in Prince's Building yesterday. Mr. J. E. Joseph presided, supported by the following directors and shareholders: Sir Robert Ho Tung, Mr. W. E. L. Shenton, and Mr. S. S. Perry (Directors); Messrs. S. M. Churn, E. M. Raymond, D. H. Cooper, J. Scott Harston, H. M. H. Nemazee (Shareholders).

The Chairman, moving the adoption of the report and accounts, said:—

Your Directors look back upon the past year with moderate satisfaction. In addition to prevailing difficult times, it was still a year of transition and preparation if not of tangible results. In view of the many changes and renewals of old leases concluded during the period under review, and extensive programme of renovations, alterations and improvements were undertaken towards the latter part of the year, more particularly on the ground floor premises where the banks are, and from which a good proportion of our revenue is derived. In October last, however, the late Russo Asiatic Bank, which had only recently occupied the premises vacated by the Banque de l'Indo China—after concluding a mutually satisfactory arrangement, as well as a long lease, suddenly closed its doors and for a time we were without tenants for this important ground floor section of the building. But soon afterwards negotiations with the Banque Franco-Chinoise resulted in their leasing a portion—though the best part of the vacated premises—and it is with some satisfaction that your Directors are now able to announce that arrangements have also just been concluded for the remainder of the vacated premises to be taken over on a long lease by Messrs. Caldwell, Macgregor & Co., Ltd., from the 1st of August next—the rentals for both sections being satisfactory.

Most of the premises are now let satisfactorily on fairly long leases, the results of which should appear in next year's working; and so, barring the unforeseen or unexpected the income of the Company should from now on enable the payment of a fair dividend to shareholders. Should, however, the condition of the money market improve in the meantime, and should we be able to obtain a mortgage loan on the old basis, then much better results may be expected in the near future.

Mr. J. Scott Harston seconded, Mr. E. M. Raymond proposed that Sir Robert Ho Tung and Mr. S. S. Perry be re-elected to the Board of Directors. Mr. D. H. Cooper seconded, and the resolution was put to the Meeting and carried unanimously.

Messrs. Percy, Smith & Fleming were re-elected as the Company's Auditors for the ensuing year.

### H.K.C.C. PAVILION IMPROVEMENTS.

THE PROPOSALS STRONGLY SUPPORTED.

#### A \$38,000 DOLLAR SCHEME.

A proposal to add a second storey to the pavilion and to make other alterations was discussed at a meeting of members of the Hong Kong Cricket Club in the pavilion yesterday.

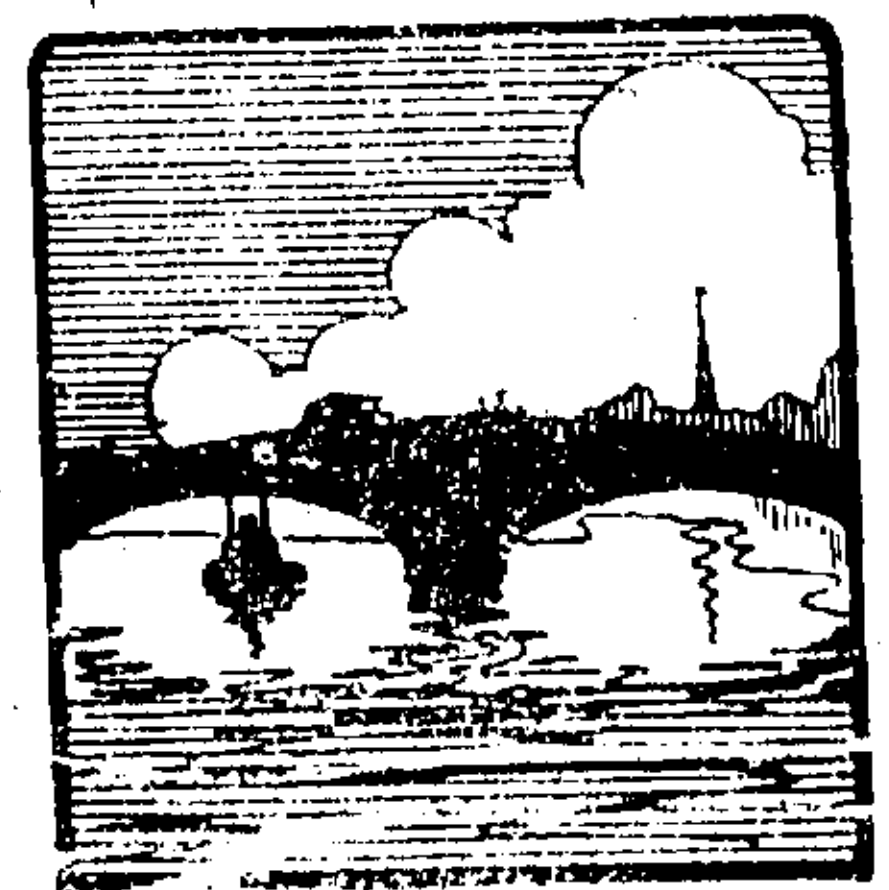
Mr. T. E. Pearce, Chairman of the Club, said that the Club was a popular one, and by extending the premises they should get an increased revenue.

If the scheme was approved it was proposed to accept a tender of \$31,500 for structural improvements. The cost of furnishing and fixtures would be \$6,500, making a total of \$38,000. Mr. Pearce added that if the scheme had been put through when it was originally proposed it would have been done for half the money now required. Their finances were in a very sound position. They had over \$10,000 on fixed deposit and over \$6,000 in the current account. The Hong Kong and Shanghai Bank were granting them an overdraft but the committee were optimistic enough to think that it would not be more than four or five years before this overdraft was wiped out.

Mr. E. B. C. Hornell said he thought the proposed extensions were highly necessary. He hoped there would be no quibbling about the cost.

It was decided to call an extraordinary general meeting for June 10th to discuss the proposal.

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[A.P.B.]

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STRAW HATS**

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These Hats are in all the Latest  
Shapes and Shades, and are  
Priced from \$6.

Fresh Stocks will Arrive Every Week.

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21, Queen's Road (Next H. K. H. Garage).  
[A.P.B.]

### VALUE OF A \$6,000 SHARE.

PAR OR AN EXTRA \$500.

POWER OF NEGOTIATOR  
QUESTIONED.

Whether a Chinese was entitled to an extra \$500 on the sale of his \$6,000 share in a Chinese company was the question raised in a case heard at the Summary Court yesterday before Mr. P. Jacks (acting Puisne Judge).

The plaintiff was Li Chan Fong, 121, Queen's Road West, second floor, merchant, who sued Shing Chai Fong, 180, Queen's West Central, merchant. He claimed \$500 being the balance due on the purchase of the plaintiff's share in the defendant's firm.

Mr. M. K. Lo appeared for the plaintiff, and Mr. Leo d'Almada was for the defendant.

Mr. Lo explained that the claim was for \$500, being the money due on a \$6,000 share which the defendant bought from the plaintiff, the share being used in the defendant's firm. The only issue was whether the purchase price was \$6,500 as alleged by the defendant.

The plaintiff admitted receiving \$6,500, but said there was a further \$500 due. The only written evidence was an acknowledgment slip by the defendant's firm, admitting that \$500 was due on the transaction.

The plaintiff said he was a partner to the extent of \$6,000 in the defendant's firm and, when he retired, it was agreed that the defendant should take his share for \$6,500. He had received \$6,000 but not the balance.

Mr. Leo d'Almada gave evidence of arranging a settlement between the parties, and said that eventually the sum of \$6,500 was agreed upon, but as far as he knew the plaintiff had not received the odd \$500.

Mr. d'Almada applied for an adjournment to call as witnesses two compradors from the International Bank, who were partners of the firm. He said he did not discredit Mr. Leo's evidence, but if it was decided that the defendant had the power to agree to an extra \$500 being paid, then the point would arise as to whether he had the power as far as the other partners were concerned.

His Lordship referred to the point as to whether the defendant was acting on behalf of himself or (Continued at foot of next column.)

### WARDER BECOMES A CONVICT.

EXTORTING MONEY FROM PRISONER'S WIFE.

Gulam Hussain, the Indian Warder, attached to Laichikok Prison was yesterday sentenced to six months hard labour for extorting money from the wife of one of the Chinese prisoners.

Accused was said to have asked another Chinese prisoner to write a letter to the woman in question. The letter purported to have come from her husband and stated that as he was underfed, he would like his wife to give the bearer \$15 for additional rations.

On receipt of this letter the woman gave defendant \$5 and promised to pay the balance in two instalments. After some time defendant called for his second \$5, which was given. But when he called for the last instalment, the woman called in the Police and handed the defendant over.

Yesterday two Chinese prisoners were called. One of them was the husband of the woman. He said that he had never authorised the defendant to collect any money from his wife and that he had never sent any letter to her. He had, however, given his address to another prisoner, and it was this prisoner who acted in collusion with the defendant.

The other prisoner denied having written any letter for the Indian warder and said he had never suggested that he should go to the wife of the other prisoner to get money.

Defendant said that he had never been to the woman's house for money. He had met her one day in the street, and she suggested something to him. He followed her home, and gave her a \$100 note to change. The woman went out to get change and returned with a policeman. She caused his arrest because she wanted to keep the \$100 note.

The defendant was fined \$50 or one month's gaol for violating the rules and regulations of the Prison and given six months' hard labour for extortion.

the firm, as there had been no evidence to that effect. In granting the adjournment until Friday week, he asked Mr. Lo to consider the question whether he would amend his writ to sue the defendant only as manager, or whether he would prove that the other partners had given authority.



## FOOTING THE BILL.

CANTON UNENTHUSIASTIC  
OVER CHIANG'S  
VICTORIES.PICKETS UNWILLING TO  
DISBAND.THE CONSERVANCY BOARD  
AND ITS CHIEF.

(FROM OUR CHINESE CORRESPONDENT.)

The average citizen of Canton at the present time is a good deal more concerned about the taxes and the Government's fiscal policy generally than in the upshot of the war against the Northern military. Nanking is a long way off and he is not particularly thrilled by Chiang Kai Shek's victories. The local taxes, on the other hand are a matter of deep personal concern. Beginning to-day, June 1st, the wine and tobacco taxes will be raised from 20 to 50 per cent., and from the 6th a series of luxury taxes will be introduced. This discontent of the merchant community is also indicated by the fact that many of its leading members who have been ordered to contribute towards the \$1,000,000 needed for paying off the 1925 anti-British strikers, who have led a life of misery ever since, have been holding up their money. They are particularly unenthusiastic about this levy since the strikers have announced their intention not to disband, even when the bonus has been paid. They say that they will still hold the strike Committee responsible for supplying them with food and lodging until employment is found for them.

The headquarters of the 10th Kuomintang Army Corps at East Bund, Canton, were burned down last Sunday afternoon. The damage done was considerable, including a large quantity of ammunition. The cause of the fire is unknown.

The Canton military authorities are taking no chances with the "Reds" and have lately strengthened their forces at Yungtak and Linkongshan, along the Yue-Han Railway, once a hot-bed of Communism. The 2nd Battalion of Gendarmes has been sent to garrison these two places.

The Canton Central Bank, a Kuomintang institution, is refusing to recognise notes issued by its Hankow branch.

Mr. Wong Dock Shing has replaced Mr. Wu Kai Yin as Land Commissioner in Canton City. Mr. Wu, who succeeded Mr. Junkie Choy as Land Commissioner several months ago, has been trying to introduce a new system of land registration and taxation to the city, but his project has not met the approval of the public or the support of the Canton Municipal Executive Council. As might be expected little has been done in the matter of land law reform in the City.

Dr. Lee Fung Cho, formerly medical officer in charge of Kung Yee Hospital, has been appointed Commissioner of Public Health in Canton. Dr. Lee has held that position before.

There is no truth in the rumour that the military authorities in Canton are seeking to arrest Dr. Tai En Sai, son-in-law of the late Dr. Sun Yat Sen. Dr. Tai has never been a "Red," and his recent departure from Canton was for business reasons. Dr. Tai is director-general of the Kwangtung Conservancy Board, which is supposed to look after the waterways of the Province and do every thing possible to prevent flooding. Like most of the Government offices in Canton, his department sounds important enough, but owing to lack of funds, the Board is not very busy even at the present time when the principal rivers in Canton and district are rising sufficiently to cause a good deal of anxiety to the agricultural community. Many streets in Canton have been, by the way, five or six inches under water the last few days.

The sampans men attached to the Honam-Hopuk Ferry Service in Canton City have returned to work, the Authorities having refused to allow the management to make the

(Continued on next Column.)

OFFENSIVE TRADE  
LICENCES.COMMENTS AT SANITARY  
BOARD MEETING.NOT DESIRABLE IN SHAM-  
SHUIPO.

A meeting of the Sanitary Board was held yesterday afternoon, there being present (Mr. N. L. Smith, President), Dr. S. W. Tso, Mr. Wong Kong Tin, Dr. S. C. Ho, Mr. J. P. Bragan, Col. S. Boyland Smith, the Hon. Mr. H. T. Jackson (acting Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

The application for an offensive trade licence at No. 96, Apin Street, ground floor, Shamshuiipo, came before the Board.

The President said that the Medical Officer of Health had recommended that the application be refused and he (the President) moved that this be done.

In answer to Dr. Tso, the President said that the Board had a right to determine the whole question as to areas in which offensive trade licences might be held. Certain offensive trade licences were suitable to be held in certain areas only, and these areas should be set apart for this purpose. The Medical Officer of Health had been asked to work out a scheme in connection with the restricting of offensive trade licences to definite areas.

The Board ruled in 1922 that the storing and boiling of bones should be restricted to the Tai Kok Tsui area only. The question of soap boiling was under consideration and no doubt that would be brought up later in connection with Dr. Pope's list.

Dr. Pope gave as his personal opinion that the Shamshuiipo area should be kept free from offensive trade licences as far as possible. He thought offensive trade licences for the trade in question should be confined to Tai Kok Tsui.

The President commenced that until the whole question was ripe for discussion he thought it would be safe to refuse this application, but the application could be borne in mind, and then if it appeared to the Board that it was not necessary to make this distinction in regard to the licence in question, then the applicant could be reminded of his application.

After further discussion, the President said he would undertake that if the general question did not conform with this particular licence the matter should be brought forward again.

The President's motion was carried.

men work an hour extra daily without a corresponding increase of wages.

The Canton-Kowloon express train service, as announced yesterday, resumes to-day. A train will leave Kowloon at 8.05 in the morning and Canton at 3 p.m.

## LABOUR ACTIVITIES.

The 600 workers of the Kwangtung Electricity Supply Company of Canton City have issued a declaration denying the right of the new general manager to appoint or dismiss employees. They are demanding that their union should be recognised and that when a man is dismissed, even for an entirely proper reason, compensation of three months' wages should be given. As regards appointments, they ask that only union men should be employed. This outburst is due to a report that the new manager is going to "fire" some of the employees.

Last Sunday evening four men set upon a number of policemen on the Bund, while the latter were attempting to arrest one of the gang who was distributing anti-Chiang Kai Shek circulars. The last few days have seen a number of arrests of political suspects, mostly young students who are in sympathy with Hankow.

May 30th was observed in Canton as memorial day for those who lost their lives in the Shanghai "incident" of two years ago. Many student and "workers' organizations demonstrated against the "imperialists." No newspapers were published yesterday, the members of the Printers' Union having joined in the celebrations.

There was a very small attendance last Sunday at the meeting of the Society to Extend the anti-British Boycott. Only 20 persons attended.

THE FIRING AT THE  
"KINSHAN."THE CAPTAIN'S STATE-  
MENT.OFFICERS' NARROW  
ESCAPES.

Upon the arrival of the s.s. *Kinshan* here yesterday afternoon from Canton, the master, Capt. S. Bell-Smith, related to a *Daily Press* reporter the incident concerning the firing on that steamer as she was passing up the Front Reach above Whampoa.

The *Kinshan* left here at 8 a.m. on Monday for Canton and at 1.30 p.m. was passing the point in question when the firing took place. From the story related, it appears that the Captain and the Chief Officer (Mr. R. H. Stewart) both had very narrow escapes.

They were on the bridge at the time, the Captain being on the right of the compass, while the Chief Officer was standing a little to his left beside the port engine-room telegraph.

The bridge is screened in with glass windows, which were all open at the time. At least three bullets struck the steamer, and according to both the Captain and the Chief Officer there is not the slightest doubt that they were deliberately aimed at the bridge in an attempt to hit the officers there. Two men were seen to be sniping from the bank of the river, and they were aiming at the bridge. One bullet went into the fore-castle, and was picked up. Two others struck the bridge, and imbedded themselves in the woodwork.

The Captain heard the whizz of the bullet as it flew past him missing his head by a matter of a few inches and travelling in a direct line to the framework of one of the windows on the starboard side of the bridge.

The Chief Officer's escape was just as narrow. The bullet struck the framework of the window on the left of him, and glancing off ricocheted across and buried itself in the woodwork of the wheelhouse behind him.

All the shots came from the port side of the steamer, and, as stated, deliberate aim was taken.

On the arrival of the *Kinshan* at Canton, Captain Bell-Smith reported the incident to the British Consul and also to the Senior Naval Officer.

The incident is on a different footing from the recent firing on the *Langshan*, which led to an exchange of diplomatic notes, and the satisfaction of the British demands by the Canton Government.

The *Langshan* affair was known to be an organised thing but this last incident seems to be entirely different, and there is no reason for it has been advanced.

Full investigations are being made into the matter, and at present it is not possible to say whether official steps will be taken.

No further incident marked the downward journey of the *Kinshan* yesterday.

Owing to this incident the *Tai-shan*, which was about to leave Canton for Hong Kong, when the *Kinshan* arrived on Monday, was directed to anchor in the vicinity of the Macao Forts until 4 p.m. Further instructions were then received that it would be safe for her to proceed and she arrived in Hong Kong at 8.30 p.m.

## A CHINESE VERSION.

(BY OUR CHINESE CORRESPONDENT.)

With regard to the firing at the s.s. *Kinshan* last Monday afternoon, a Chinese version of the incident states that during the last few days, the water around Whampoa has been less than a foot below the rice patches by the Canton River bank and the native farmers have been very anxious lest the wash due to excessive speed by the steamers passing their farms would cause damage to the banks and to the crops about to be harvested. When the s.s. *Tung On* and the s.s. *Kinshan* approached Whampoa, warning was given by those on shore for the steamers to slow down. This was done by the *Tung On*, while the *Kinshan* misunderstood the warning possibly, and a farmer fired on her as a request to slow down.

RESIDENTS  
LEAVING.ON "EMPRESS-OF-CANADA"  
TO-DAY.

As stated last week many local residents are leaving on the R.M.S. *Empress of Canada* to-day for Home, travelling via Canada.

Bookings by this ship have been particularly heavy, and she will be practically full when she leaves here, while by the time she leaves Yokohama we are informed she will be a "capacity" ship.

In addition to cabin passengers leaving to-day, there are no fewer than 200 steerage passengers from Hong Kong and 175 from Manila. The liner leaves the wharf at Kowloon at noon, when many friends of the travellers will no doubt be there to see them set out.

## MR. A. S. D. COUSLAND.

Among the passengers are Mr. and Mrs. A. S. D. Cousland. Mr. Cousland is one of the Colony's oldest residents and his departure from Hong Kong for good will sever many happy associations. Mr. Cousland is the managing director of Messrs. Alex. Ross and Co. (China), Ltd., and he received a parting gift of a silver tea set from the local staff of this firm last week.

Mr. Cousland came to Hong Kong first in 1902, and in the twenty-five years since then he has been associated with many business enterprises. Succeeding Mr. Moss as head of Messrs. Alex. Ross, he was also director of the Hong Kong and Kowloon Wharf and Godown Company, of the Star Ferry Company, of the Dairy Farm Company, Messrs. Lane, Crawford, Ltd., and Messrs. Wm. Powell, Ltd.

He was appointed an unofficial Justice of the Peace in 1909. An active member of the Union Church he was given a farewell gift of a silver inkstand on Sunday night. He also took the keenest interest in the European Y.M.C.A., Kowloon, being one of the original members. He was Chairman of the Literary and Debating Club, Vice-President of the Y.M.C.A., and a member of the Board of Directors of the Institution. At the last Toast Night, as reported at the time, he was presented with a framed group portrait of the committee of the Literary and Debating Club.

There will certainly be a large group of business associates and friends at the docks to bid Mr. and Mrs. Cousland farewell and wish them happy times in England.

## Other Residents.

Other Hong Kong residents who are going Home on holiday, include: Sir Henry Pollock, K.C., and Lady Pollock.

Mr. Eldon Potter, K.C., Mr. R. M. Dyer (Chief Manager of the Hong Kong and Whampoa Dock Co., Ltd.) and Mrs. Dyer.

Mrs. Fitzroy, wife of Mr. H. Somerset Fitzroy, a well known local barrister, and at present acting Assistant Attorney-General.

Mr. and Mrs. Richardson of Trollic and Cols, and Mr. and Mrs. H. L. Wilson, connected with the same firm.

Mr. and Mrs. Montague Fide. Mr. B. M. Jones, of the Hong Kong and Shanghai Banking Corporation.

Mr. J. J. Patterson, wife of Mr. J. Patterson, of Messrs. Jardine, Matheson & Co., Ltd.

Mrs. Edgar Davidson, wife of Mr. Davidson, solicitor, of Messrs. Hastings, Denys and Bowley.

Lieut. Col. H. B. Gunn, R.A. Mrs. J. P. Sherry, wife of the manager of the Hong Kong Telephone Co., Ltd. Mr. Sherry left earlier last week on the *President Cleveland* for the North, and is joining his wife on the *Empress of Canada* at Shanghai.

Mr. S. Bayes-Davy, surveyor, Paulsen and Bayes-Davy, Shanghai, also going to Europe.

Mr. G. E. Costello, General Agent, Passenger Department, C.P.R., Hong Kong, is going on leave.

Booked only to Vancouver are Mr. and Mrs. H. Livingston. Mr. Livingston is the manager of the Standard Oil Company of New York, at Foochow.

Mr. and Mrs. M. K. Lo are also booked as passengers to Vancouver. Mr. M. K. Lo is, of course, well known in the Colony as a solicitor and as a keen tennis player.

The Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mrs. Kotewall are proceeding as far as Yokohama, among Hong Kong Chinese departing for Shanghai by the s.s. *Empress of Canada* to-day, are Mr. Tsaupe Pei, manager of the Bank of China Hong Kong Branch, Mr. Yimshun H. Tiao, general secretary of the Chinese Y.M.C.A. of Hong Kong, Professor Chung Wing Kwong, Associate President of Canton Christian College, and Mr. Kin Tseng Ching, former President of Kwangtung University.

AN ALTRUISTIC  
KIDNAPPER.HIS "TRUE" STORY  
DISBELIEVED.GIVEN EIGHT MONTHS TO  
INVENT BETTER ONE.

Chou Kee has a fertile brain and when he was charged by Acting Inspector K. W. Andrews, with kidnapping two boys and taking them to Macao, he at once set to work on an ingenious defence, whose only weakness was that it disregarded all that the prosecution had to say.

The charges against Chou Kee were that he had kidnaped two boys, aged 12 and 14 years, respectively. Where the first boy was concerned, Chou Kee admitted his guilt. As for the second boy it appeared that Chou Kee met him at Hollywood Road on May 8th. The little youngster was a tailor's apprentice and was sent out to collect some cloths, and after a long tramp, the boy sat down on the footpath. Chou Kee sauntered up to the boy and in a stern voice told the little fellow that he was a policeman. "Get up, you lazy-bone, and let me search you," said the bogus lakong. The youngster submitted to the search, and after that he was jostled to a ferry and brought to Yaumati. There he was kept in captivity for four days and during those monotonous days, he was ordered to forget his real name and take on another. "Also he was to recognise his captor as father."

But an evolution on such a gigantic scale and under such a condition was too hard for the juvenile mind and the unfortunate boy was beaten on three occasions. Eventually, Chou Kee took passage on a Macao boat with his two "babies," but on arrival there, he was met by the Police who had provided lodging for him. Macao Police were also kind enough to send the trio back to Hong Kong, under guard, and place them in the hands of our local Police.

A Good Story?

"Well, what is your story?" asked Major Wilson. Chou Kee then straightened his shoulder and advancing to the middle of the dock, he began his tale. He had been in the Colony for 10 years.

They all have, because they think that the longer one has been a resident in the Crown Colony, the more respect one has earned.

On the day in question, he was sleeping out in the street. The night was rather unfavourable, and at about 11.30 p.m., he observed a little boy sleeping near him. "The poor lad had no mat to sleep on," he said, and I offered him to share my mat with me. The youngster then went to nestle with him, and when dawn broke, they became fast friends. Chou Kee obtained a job for the lad as truck puller, but after four days at it, he found his *protégé* too puny for such strenuous work. And, according to Chou Kee, he had a soft spot in his heart, and he told the boy to rest, while he kept on labouring to keep the pot boiling. Then there came a bad time when Chou Kee was also thrown out of work, and the little lad gallantly came to the rescue by pawing his jacket for fifty cents. This meagre sum kept them in rice for two days, and after this the boy's trousers also went into "dry dock" for twenty cents. This was also exhausted, and the two of them sat looking at each other faces when suddenly Chou Kee's long lost friend stood before them.

After the usual salutation and greeting the boy, Chou Kee and his recovered friend banded themselves together and went to seek their fortunes at Yaumati. Not finding any there, they proceeded to Macao, where the newly formed pact between the three of them was abruptly, and disastrously ended.

Major C. Wilson found it hard to believe even this well fabricated yarn, and for all Chou Kee's skill and imagination, he sentenced him to four months' hard labour on each count. The two sentences to run consecutively.

## RIVER LEVELS.

KWANGTUNG CONSERVANCY  
BULLETIN.

West River at Shingyuen: May 29th, 21ft. 9ins.; May 30th, falling; highest level on record 41 feet; lowest on record 0in.

North River at Tsingyuen: May 29th, 11ft. 9ins.; May 30th, falling; highest level on record 28ft. 7ins.; lowest 0in.

North River at Samshui: May 29th, 16ft.; May 30th, falling; highest level on record 27ft. 3ins.; lowest 3ft. 9ins.

East River at Shingyuen: May 29th, 12ft.; May 30th, falling; highest 15ft. 2ins.; lowest 3ft.

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—The Spectator: June 10th, 1711.

COMMANDER, R. N.	By Commander G. B. HARTFORD, D.S.O., R.N.	\$9.00
(ret.)		
INTERNATIONAL LAW.	By The Right Hon. The Earl of Birkenhead, 6th Ed.	\$15.75
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LITTLE MEXICAN.	By ALDOUS HUXLEY	\$2.50
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LEAVES FROM A PSYCHIC NOTEBOOK.	By H. A. DALLAS	\$2.50
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ETHER AND REALITY.	By Sir OLIVER LODGE	\$2.00
MAKING OF MAN.	By Sir OLIVER LODGE	\$2.00

The Bookshop. KELLY &amp; WALSH, LTD. Chater Road.



## NEW ADVERTISEMENTS.

## BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY (JUNE 2nd BIRTHDAY), SATURDAY and MONDAY. (WITH MONDAY), the 3rd, 4th and 5th JUNE.

Hong Kong, 31st May, 1927. [4989]

## NOTICE.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

DURING my Absence from the Colony, Mr. E. COCK will act as Chief Manager of the Company.

By Order of the Board,  
R. M. DYER,  
Chief Manager.  
Hong Kong, 31st May, 1927. [4989]

HONG KONG JOCKEY CLUB.

H.M. THE KING'S BIRTHDAY PARADE

3rd JUNE, 1927.

THE Public will be Admitted to the Members' Enclosure, Public Enclosure and Grand Stand ONLY on the Occasion of the above Parade.

By Order,  
C. B. BROWN,  
Secretary.

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 4th JUNE and MONDAY, 5th JUNE, 1927. Commencing at 2.45 p.m. on both days. The First Race will be Run at 2.45 p.m.

The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all Persons including Ladies, Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Budgets to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LYNSTED & DAVIS at \$0.50 Each Per Day up to THURSDAY, 2nd JUNE, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Budgets for Admission of 2 Ladies Free of Charge.

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

VALUABLE LEASEHOLD PROPERTY.

SITUATE at VICTORIA, Hong Kong, registered at the Land Office as SECTION A of INLAND LOT No. 17. Together with all Buildings thereon known as Nos. 38 & 40, Queen's Road Central and No. 14, Stanley Street to be Sold by PUBLIC AUCTION on Monday, the 30th day of JUNE, 1927, at 3 o'clock p.m., by Mr. P. V. M. R. De Sousa, the Auctioneer, in his Auction Room, No. 4, Duddell Street, Hong Kong.

For further Particulars and Conditions of Sale, Apply to—Dr. S. W. TSO, Solicitor for the Vendor, No. 24, Des Voeux Road Central or to Mr. E. V. M. R. De Sousa, the Auctioneer, Hong Kong, the 19th day of May, 1927. [4989]

## SHOPS TO LET

88/94, NATHAN ROAD, KOWLOON.

## OFFICES TO LET

STEPHENS BUILDING, 67/69, DES VOUEX ROAD CENTRAL.

PRINCE'S BUILDING, CHATER ROAD.

APPLY TO A. J. DAVID

PRINCE'S BUILDING, CHATER ROAD. [25]

## PREPAID "WANTED" ADVERTISEMENTS.

WANTED A CHINESE CLERK with Good Knowledge for an Import and Export Office. Apply in own Hand-writing, stating Age, Experience and Salary desired, to P. O. Box 580. [250]

FOR SALE—MATHESON & Co. R. PULLEY BAY—Apply Box No. 25, c/o Hongkong Daily Press. [252]

7 H.P. AUSTIN FOR SALE—New June 1926; Perfect Mechanical Condition. Owner leaving Colony. Price: \$950.—Apply B. M. EDM. 2nd Floor, POWELL'S BUILDING. [251]

## INTIMATIONS.

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE FORTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PRINCE STREET, on TUESDAY, 7th JUNE, 1927, at Noon, for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st DECEMBER, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from 26th MAY to 7th JUNE, 1927, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Agents,  
Hong Kong, 16th May, 1927. [4982]

## PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hong Kong Hotel, Hong Kong, on THURSDAY, 9th JUNE, 1927, at 11 a.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ending 30th APRIL, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 4th JUNE to FRIDAY, 10th JUNE, 1927, Both Days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hong Kong, 30th May, 1927. [4974]

## HONG KONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 5/NS 9848 dated Hong Kong, 20th July, 1923, for Twelve Shares, Numbered 130530/130541 inclusive, and Certificate No. 5/NS 10416 dated Hong Kong, 6th April, 1925, for Six Shares Numbered 55746 to 55750 and 131549 inclusive, all registered in the Name of AUGUSTE MAURICE CHAMRION, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th JUNE, 1927, New Certificates for the Shares will be issued and the aforesaid Certificates Nos. 5/NS 9848 and 5/NS 10416 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
A. C. HYNES,  
Acting Chief Manager,  
Hong Kong, 11th May, 1927. [4969]

## FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Dining Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st.—Apply: LYNSTED & DAVIS, ALEXANDRA BUILDINGS. [4776]

## TO LET.

MRS. MONTAGUE EDE wishes TO LET her HOUSE, 3, BOWEN ROAD, without Plate or Linen, for Five or Six Months. Old Servants would remain. Only Rent Required; No charge for Furniture. [4084]

LOST—Black and White TERRIER DOG. Answers to the Name of JIM. Finder please communicate with Rev. G. T. WALDEGRAVE, SEAMEN'S INSTITUTE. [4982]

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## The Daily Press.

Hong Kong, June 1st, 1927

## CHIANG KAI SHEK'S PROGRAMME.

Judging from the thirty-three objects for which he professes to be fighting General CHIANG KAI SHEK has a fairly good conceit of himself. His political programme is so broad and comprehensive that it would make Mr. WINSTON CHURCHILL himself turn pale if he were asked to carry it through; as applied to China under present conditions it is so impracticable as to be absurd. General CHIANG KAI SHEK may be a military genius—and of that we have our doubts despite his wonderful successes—but he is not a deep student of political economy and he certainly has little experience of Government affairs in China if he seriously imagines that all difficulties in the path of orderly administration and a sound financial policy can be swept away by the mere issuing of a manifesto.

The trouble with all the self-appointed leaders in China is that they will not face the facts of the situation. The trouble with foreign policy is that it takes all of these self-appointed leaders at more or less their own value, and all the while the great mass of the nation struggles and toils and suffers, heedless alike of the political ambitions of their own leaders and of the foreigner. General CHIANG KAI SHEK's programme will make good reading in England and America where probably thousands of kindly disposed people will accept it as proof positive that at last the Chinese have found a great souled statesman who is fighting for the emancipation of the people and to rescue them from the tyranny of

military despots. The statement that CHIANG KAI SHEK was responsible for the army at Nanking should be a corrective to this impression but that incident will probably be forgotten or conveniently overlooked.

When the war is "quite settled," says General CHIANG, I shall call a preparatory National Assembly of citizens, through which a true National Assembly may be summoned to solve the problem of the Country and to establish a unified Government. That sounds very simple, but we should like to know when the Nationalist leader will consider the war "quite settled." Is he going to end it by compromise, or will he not be satisfied until he has swept all opponents from his path and has established himself as supreme ruler in Peking? In the latter event, we fear we shall have to wait a long, long time for the summoning of a truly representative National Assembly. There is, moreover, no machinery in existence which, even in a unified China, could produce a Parliament thoroughly representative of the people. It will be decades before China has developed sufficiently to elect such a body on sound, Constitutional lines. Among other trifling plans General CHIANG KAI SHEK has in view are (1) to make a thorough census; (2) to make an accurate survey of agricultural land; (3) to build highways in every district; (4) to repair and deepen the rivers. We know that these are merely idle dreams. It is a waste of time even to contemplate such projects now.

"China is bankrupt," declares CHIANG KAI SHEK. That is about the only statement in his window-dressing document with which we can cordially agree. This bankruptcy is, of course, attributed to "imperialism" which is "preventing China's economic development and is bleeding her to death." By economic, political, educational and other methods," he says, "this imperialism is cutting off China's territory, opening ports, controlling Customs, forcing the acceptance of unequal treaties, forcing delivery of raw materials at minor prices"—in fact, reducing the country to "a mere market place for the imperialists." What greater nonsense could be uttered by any man? What can be expected from leaders who possess a mentality which will produce continuous floods of rubbish of this particular brand? The whole of China is bleeding to death because different military leaders are fighting for their own prestige and aggrandisement entirely careless of the interests of the people. The only real difference, it seems to us, between the Northern and Southern leaders is that the Northerners are not so hypocritical as their brothers from the South. The Northern tuchun holds his territory by force of arms and will fight against anyone who attempts to supplant him. The Southerner does the same thing but calls the whole world to witness that he is actuated only by the highest motives of patriotism.

Saturday is Dragon Boat Festival Day (T'ien-sung-chieh).

Mr. W. Murdoch reports that a pump and a leather hood worth \$20 were stolen from his motor car parked in Pedder Street.

Professor C. Thereses and Mrs. M. Senour have terminated their engagement at the Café Parisien, but are prepared to give private dancing lessons.

The South China Athletic Association will be at home to members and friends this evening, at its club room at China Building. A capital programme has been arranged.

Dr. M. Nicholson was on Monday bitten by a French poodle owned by Mr. Bootes at Causeway Bay. Dr. Nicholson went to the French Hospital, and the dog was taken to Kennedy Town for observation.

A Chinese *lakong*, who deserted from the Force about three years ago, was arrested and brought before Mr. W. Schofield at the Kowloon Magistracy yesterday. He was fined \$100, or in default, two months' hard labour.

Major Hayes had a wallet containing \$320 in notes stolen from his coat pocket between 4 and 7 p.m. on Monday. He could not say for certain where the theft took place, but believed it occurred at the officers' mess at the Kowloon Dock bathing beach.

A Chinese was invited by a friend to go for a walk at Kowloon Tong, and when they reached the nullah near the Diocesan Boys' School, he was pushed into the nullah and assaulted by several men who had been in hiding. He was robbed of money and jewellery to the value of \$48.

The squabble between husband and wife, which was said to have been caused by the mother-in-law, was again considered at the Central Magistracy yesterday morning. Mr. E. W. Hamilton fined the husband \$10 and ordered him to pay a compensation of \$5. Both parties were also bound over in the sum of \$50 to keep the peace for six months.

In the article on the improvements of Tai Wan Bay, published in the *Daily Press* yesterday, a tentative scheme was outlined which it was stated had been proposed by Mr. H. S. Rouse, the engineer in charge of general works at the P.W.D. This is scarcely the position. No definite scheme has yet been formulated or plans decided upon. The suggestions which we published merely represented the general lines on which the matter is being considered by the office concerned.

## LOCAL WILL.

THE LATE MRS. G. P. LAMMERT.

Letters of administration with the will annexed in respect of the late Mrs. Mary Alice Liddell Lammert, wife of Mr. G. P. Lammert, auctioneer, have been granted to Mr. W. E. L. Shenton, solicitor, the attorney of Mr. E. F. Aucutt, of Messrs. Jardine, Matheson & Co., Shanghai, who is the sole executor of the will.

The estate left in the Colony amounts to \$2,400. Deceased bequeaths the sum of \$1,000 to Mr. Aucutt as a slight token of her appreciation of his having undertaken the executorship of the will and the guardianship of her infant children, Geoffrey Philip Lammert and Eileen Joyce Lammert.

The remainder of the estate is left to Phyllis Jean Mary Gray, George Edwin Lammert, otherwise known as E. G. Lammert, and to Geoffrey Philip Lammert and Eileen Joyce Lammert in equal shares.

## GOVERNOR-GENERAL WOOD.

CALLS AT GOVERNMENT HOUSE.

## A SIX YEARS' ABSENCE FROM U.S.A.

Major-General Leonard Wood, the Governor-General of the Philippines, who, as announced yesterday, is a passenger on the a.s. *President Madison* en route to the United States on leave, paid a visit to H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) at Government House yesterday morning.

He was accompanied by Major Burton Y. Read, his aide-de-camp. Governor-General Wood is accompanied by Mrs. Wood, his Chief of Staff, General Dorey with Mrs. and Miss Dorey, and Capt. Fletcher.

The *President Madison* sails en route for the United States this morning, and this is the first time in more than six years that Governor-General Wood has visited the States. Except for a brief visit to China and Japan, and a short visit to Java he has been in the Philippines continuously.

During his absence on leave, his post will be filled by Vice-Governor Gilmore.

## PROPERTY SALE.

NO. 35, LEIGHTON HILL ROAD.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, a leasehold property at No. 35, Leighton Hill Road.

The property is held for the unexpired residue of the term of 999 years from June 25th, 1801.

The area of the property is 1,047 square feet, and the annual Crown rental \$25.

The upset price was \$40,000, and after one bid of \$600 Mr. Kwai Hong became the purchaser.

## THE TYPHOON.

## LOCAL SIGNAL LOWERED.

## TYPHOON ENTERS SWATOW COAST.

The local No. 1 Typhoon Signal was lowered during Monday night in view of the typhoon having entered the coast about 30 miles S.W. of Swatow and some 200 miles from Hong Kong.

The Royal Observatory report of yesterday morning stated, however, that there was possibly an outer typhoon to the east of Visayas.

The Visayas are the central group of the Philippine Islands and roughly 700 miles S. by E. of Hong Kong.

The earlier weather forecast yesterday was: From Hong Kong to Hainan, W. winds, moderate; fair at first, rain later. From Hong Kong to Lamook, it was: Westerly gale, moderating. For the Formosa Channel it was: S.E. winds, strong, moderating.

The following typhoon warnings were issued by the American Consulate-General yesterday:

May 30th, 10.30 a.m.

Typhoon in about 118 Long, East, and 21 Lat. North, moving N.N.W.

Typhoon in about 117 Long, East, and 22 Lat. North, moving N.N.W.

May 31st, 12.10 p.m.

Typhoon in about 116 Long, East, and 24 Lat. North, moving N.N.W.

Cyclone or typhoon E. of Luzon, more than 300 miles distant, moving N.N.W. or N.

The above are times of despatch from the Manila Observatory.

Rain Expected Later.

The Royal Observatory's Evening report issued at 6 p.m. stated:

The typhoon appears to be filling up in about lat. 24 N. long. 115 E. Pressure is relatively low east of Luzon.

Local forecast W. or variable winds light to moderate fair at first, rain later.

## MANILA WARNING.

The following telegram has been received at the local U.S. Consulate-General:

Manila, 9.30 p.m., May 31st:—Cyclone or typhoon E. of Northern Luzon less than 300 miles distant, moving N.W. or N.N.W.

## THE TYPHOON AT MANILA.

## HAVOC AMONG SMALL CRAFT.

Further particulars of local damage wrought by the typhoon now approaching Swatow is contained in the *Manila Times* of last Friday. Our contemporary states: Four men were picked up from a sinking sailboat at the entrance of Manila bay on the afternoon of May 25th by the U.S.S. *Genesee* while en route from Olongapo. The strong wind then prevailing caused the frail craft to capsize, and the timely assistance of the navy boat saved the crew from almost certain death.

The sailboat, called the *Alfredo* was loaded with salt from Paranaque and was on her way to Manila. She was manned by Paulo del Rosario, master, and Luis Crisostomo, Dominador Francisco and Felimon Francisco. The *Genesee* disembarked them at Manila.

Eight small bancas loaded with lumber from the steamer *West Lark* sank in the bay during the storm. The lighter *Victoria*, loaded with lumber from the same vessel, also sank. Several native bancas loaded with merchandise were either destroyed or drifted to the shore. The office of the surveyor of the port was crowded this morning with sailors who had lost their craft in the storm, reporting their mishaps on account of the typhoon.

The town of Mariguina and nearby barrios are under water as a result of the overflowing of the Santolan river, according to reports received here. The Marinigue bridge is under water, and traffic to the barrio of Santolan is impossible, according to the bureau of public works.

Telegraph lines in central and northern Luzon being out of commission, no news from the provinces struck by the typhoon is obtainable. Provincial commanders are unable to send telegrams to constabulary headquarters.

## COLONY'S HEALTH.

## LAST WEEK'S RETURN OF NOTIFIABLE DISEASES.

## TYPHOID AND SMALL-POX.

Last week's return of notifiable disease in the Colony was as follows:—

Small-pox:—1 new case (Chinese) from City. Five deaths during the week.

Enteric fever (typhoid):—0 new cases (5 from the City, 4 from Kowloon), of which 1 was a Japanese and the other Chinese. 11 deaths during the week.

Cerebro-spinal fever:—1 new Chinese case from the City district. One death during the week. Monday's health return contained 2 cases of small-pox (Chinese); 1 case of diphtheria (Chinese); and 5 cases (Chinese) of enteric fever.

## PUBLIC HOLIDAY.

## SATURDAY, JUNE 4TH.

## FOUR DAYS REST FROM BUSINESS WORRIES.

Saturday, June 4th, has been declared a public holiday by the Governor-in-Council. This means that there will be a cessation from business for four days—Friday, June 3rd, the King's Birthday; Saturday, Sunday and Whit Monday.

A few days ago the suggestion was made through these columns that it would be rather futile to return to business for a few hours on Saturday morning and that commercial houses, or at any rate, their employees would welcome a break of four clear days. Upon enquiry, however, the suggestion did not appear to receive much support and it was pointed out that if the banks opened on Saturday a certain amount of business could be disposed of which would prevent an awkward accumulation when everything started again on Tuesday. Since then, however, the commercial advisers of the Governor-in-Council have apparently come to the conclusion that the dread accumulation for Tuesday morning is nothing to worry about, or the Banks and Shipping Companies, who were doubtless approached on the subject, have changed their minds. At any rate the order has gone forth that Saturday shall be a holiday and there is no doubt that the decision will be exceedingly popular with "the man in the Street."

## HOLIDAY ARRANGEMENTS.

On Friday the great attraction will be the King's Birthday parade at Happy Valley, various details connected with which have already been given in these columns. A full account of the arrangements will be published to-morrow. At noon the Hong Kong Club will be open as usual to the lady friends of members when the King's health will be drunk. In the evening H.E. The Governor and Lady Clementi give a reception at Government House.

## The Sporting Side.

Full advantage will undoubtedly be taken by sporting associations in the Colony of the four days' holiday.

So far no arrangements beyond the Saturday fixtures already announced have been made. There will be a Whitsuntide programme at Fanling, particulars of which have already been given, extending from Friday until Monday, inclusive.

On Saturday, the big attraction will be the first day of the fourth extra race meeting at Happy Valley of the Hong Kong Jockey Club, and this will be continued on Whit Monday.

Other Saturday events include the Lawn Bowls League matches, and Lawn Tennis League matches, details of which will appear in Saturday's issue. The Dragon Boat Festival, with the customary annual race at Aberdeen, will also be held that day.

## A YAUMATI "HOUSE" RAIDED.

## AMERICAN SEAMAN'S HORRID OFFENCES.

## CHINESE GIRL DISCHARGED.

In consequence of a complaint received from the Naval authorities, No. 179, Wooning Street, Yaumatei was raided and it was found that a "disorderly house" was being carried on there.

As a result of this, Harry Schoonbeck, an unemployed American seaman, appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon charged with keeping a brothel at this address.

He was further charged with living wholly, or in part, on immoral earnings.

With him appeared a Chinese girl, who was charged with assisting in keeping the house. Evidence was given of the complaint from the Naval authorities and of the carrying out of a raid. It was stated that Naval men frequented the house.

It was further shown that there was an account book found at the house which showed that the male defendant controlled the money of the inmates.

His Worship sentenced Schoonbeck to two months' imprisonment on the first charge and also fined him \$100 in addition, or one month's imprisonment in default of payment of the fine. He was sentenced to three months' imprisonment on the second charge.

The girl was discharged. His Worship holding that there was not much evidence against her.



## ANGLO-RUSSIAN WAR PREDICTED

## LONDON AND THE SITUATION IN CHINA.

INFLUENTIAL DEPUTATION CALLS AT THE FOREIGN OFFICE.

INTRODUCED BY MR. DAVID LANDALE.

SIR A. CHAMBERLAIN'S SYMPATHETIC REPLY.

## CHINESE PRAISE FOR BRITAIN'S POLICY.

A deputation representing the China Committee yesterday called upon Sir Austen Chamberlain at the Foreign Office. It was introduced by Mr. David Landale (of Messrs. Jardine, Matheson & Co.), once exceedingly well-known throughout the Far East, and comprised representatives of influential business concerns in China.

Sir A. Chamberlain explained the Government's views of the situation and said that they were determined to secure protection and fair treatment for British nationals and their property in China, while continuing to seek a peaceful and friendly solution of all outstanding difficulties with any authority constituted by the Chinese themselves and able to make and secure the observance of such friendly settlement.

A Tokyo journal (The Nishi Nishi) predicts the possibility of an Anglo-Russian war in China, in which event it suggests an independent policy on Japan's part.

## CHINA COMMITTEE DEPUTATION CALLS AT FOREIGN OFFICE.

[THROUGH REUTER'S AGENCY.]

LONDON, May 31st.

A deputation, representing the China Committee, waited on Sir Austen Chamberlain, particularly with regard to the safety of British interests in Hankow. The deputation, led by Mr. David Landale, in the absence of Lord Southborough, owing to ill health, included Sir Alfred Mond, Mr. L. N. Leifer, Chairman of the China Association, representatives of the Federation of British Industries, Asiatic Petroleum Company, British American Tobacco Company, Hong Kong and Shanghai Bank, Chartered Bank, and Messrs. John Swire and Sons.

Sir A. Chamberlain, in reply, said the Government desired to avoid any interference of internal affairs in China, but were fully alive to the importance of the British interests involved and were determined to protect the lives of British nationals and secure protection and fair treatment for them and their property, while continuing to seek a peaceful and friendly solution of all outstanding difficulties with any authority constituted by the Chinese themselves and able to make and secure the observance of such friendly settlement. Meanwhile, the Government have taken the precautions required by the present unsettled conditions, and have issued the necessary instructions to British authorities in China.

## THE "TIMES" ON THE SITUATION.

[THROUGH REUTER'S AGENCY.]

LONDON, May 31st.

The Times, referring to the Chinese Anarchy, in a leader, expresses the opinion that the reasonableness of British policy in China and the excellent discipline and behaviour of the British troops has clearly begun to impress the more independent and responsible Nationalists, who are using their own eyes instead of looking at the world through glasses made in Moscow. At the same time, the risk of unpleasant set-backs will persist as long as Chiang Kai Shek is unable to keep his warriors in order. Mr. Chen no longer represents the chief Nationalist Government in Southern China and his non-Communist rivals seem to be beginning to show greater comprehension of their international responsibilities; but before they or any future Chinese rulers, who claim to represent China, can win the full confidence of other States and the Concessions they demand, they have to prove that they can guarantee reasonable safety to foreigners pursuing their lawful vocations in China.

## SHOTS AT SHANGHAI YACHTS.

APOLOGY AND PUNISHMENT DEMANDED.

[NAVAL WIRELESS.]

SHANGHAI, May 30th.

The anniversary of the Nanking Road Incident passed off with but few minor disturbances in spite of the large number of demonstrations and processions.

During the afternoon of the 29th, several small yachts were fired at by snipers from the shore near Kiangnan Arsenal in spite of the fact that permission had previously been obtained.

H.M.S. Keppel was ordered to the scene and was anchored off the (Continued at foot of next column).

## NORTHERN BRIDGE DAMAGED.

PLAIN-CLOTHED SOUTHERN SOLDIERS ACTIVE.

(Hok Tai Yat Pao).

SHANGHAI, May 31st.

Acting on instructions from Marshal Chang Tso Lin, Dr. Wellington Koo has decided to lodge a strong protest with the Japanese Government as regards the mobilisation of their troops in Shanghai.

According to a telegram from Changsha, the military authorities there have raided the Peasant and Labour Unions and other organisations belonging to the "Reds." The report states that all the Communist agitators were completely routed out and that businesses have been partially resumed. Some of the foreign residents who had fled to warships for fear of molestation are returning to their residences.

The Kuikiang authorities have issued a circular telegram supporting General Chiang Kai Shek and stating that any Communist agitators molesting foreigners will be severely dealt with. The situation there is normal.

On the 28th inst., a large number of plain-clothed Southern troops appeared at Chunliangshing, west of Taikou on the Peking-Mukden Railway, and damaged the railway-bridge near that city. The Japanese authorities have declared strict martial law along the railway.

According to Fengtien sources the Ankuoh Headquarters have ordered the Fengtien in Honan to give up Chengchow and withdraw North of the Yellow River. For fear of General Yan Shih Shan's troops, disturbing their rear, together with the expected fall of Hsuehchow, the rank and file of the Fengtien in Honan will be again given instructions for a general withdrawal from that province.

## HONAN STRUGGLE.

SOUTHERN DEFEAT "UNTRUE."

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 30th.

According to news from reliable sources, the recent report of a heavy Southern defeat in Honan is untrue. On the contrary, the Southern advance through Honan to the North appears to be progressing, although at considerable cost, as the continued arrival of many wounded at Hankow testifies, while Marshal Feng Yu Hsiang is reported to have captured Kung-tien, an important Northern arsenal close to the Yellow River, 15 miles west of Chengchow. There is a heavy censorship at Peking.

[NAVAL WIRELESS.]

Fengtien Attack Fails.

SHANGHAI, May 31st. Reuter learns reliably that the Fengtien attack in Honan, launched on May 28th, has been a complete failure. The Southern counter-attack on May 28th, and by menacing the flanks compelled a general retreat to the Yellow River. The right wing retreated in comparatively good order, but the left wing was almost routed.

The problem now confronting the Fengtien leaders is whether it is possible, and if so whether it would be wise, to attempt to make a stand on the Honan side of the Yellow River.

[THROUGH REUTER'S AGENCY.]

Fengtien Position Perilous.

It is understood the Southerners aim at cutting off a large portion of the Fengtien army. With Feng Yu Hsiang advancing eastward along the Yellow River and along the Peking-Hankow Railway, if not already astride it, and with Yen Hsi Shan, the rucun of Shansi, hitherto neutral, but undoubtedly waiting with his army just north of the Yellow River to join the winning side, the Fengtien position is perilous.

It is the knowledge of this situation, and its serious complications, that has prompted the decision to despatch Japanese and British troops to North China.

[NAVAL WIRELESS.]

Southern Army's Progress.

SHANGHAI, May 30th. Reliable reports state that the Southerners are steadily progressing northward. The Northerners are stated to have suffered a heavy defeat at Chengchow, where they are reported to be retreating north of the Yellow River.

[NAVAL WIRELESS.]

Southerners' Heavy Losses.

HANKOW, May 30th. The Southern casualties on the Honan front are extremely heavy. It is now confirmed, these being estimated at something like 10,000. The 4th, 8th, and 36th armies are stated to have been badly cut up in the recent battles.

(Continued on next column).

## THE EVIL POWER OF BOLSHEVISM.

WANING IN CHINA.

CHINESE TRIBUTE TO BRITAIN'S "GOOD POWER" AND POLICY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 31st.

Mr. Choo Kia Peng, senior official member of the Federal Council of the Federated Malay States, who is also a leading planter and miner of Malaya, speaking at a largely attended dinner of the Association of British Malaya, in the Hotel Cecil, said there were signs that the evil power of Bolshevism was waning in China and that Britain stood for peace as the good power. Her policy was calculated to serve the true interests of China, and nobody could doubt that this policy would succeed. As a whole the Chinese in Malaya were happy, prosperous and contented, and never wavered in their admiration for the administration of the country and its loyalty to the British Crown.

## MEMORIAL DAY.

PRESIDENT COOLIDGE'S ADDRESS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 30th.

"We want our relationship with other nations based, not upon a meeting of bayonets, but of minds," declared President Coolidge in his Memorial Day address in Arlington cemetery.

The speech, which was significant in view of the forthcoming three-Power arms conference, laid stress on the necessity for a basis of understanding and goodwill, and America's desire for a peace not imposed by America but established by each nation for itself.

America should, step by step, in every practical way, show a determination to discard force and compulsion and substitute reason and law in international agreements.

China, Nicaragua, Mexico.

"The Government has recently been attempting to proceed in accordance with these principles in China, Nicaragua, and Mexico, and in inviting Japan and Britain to participate in the tripartite naval conference; but we can only be a moral force in the world to the extent that we establish morality in our own country."

[THROUGH REUTER'S AGENCY.]

Bolshevism Denounced.

PARIS, May 30th. The American colony of Paris celebrated Memorial Day in the most solemn manner. The Ambassador, Mr. Herrick, made a speech in the American cemetery, in which he emphasised that Americans were determined to defend the United States against Bolshevism as vigorously as their ancestors had defended it against tyranny.

[NAVAL WIRELESS.]

The Advance Northwards.

NANKING, May 30th. Marshal Chiang Kai Shek crossed to Peking on Saturday, and it is understood that he is going to the front personally to conduct operations. The Nationalist advance continues practically unchecked and Pengu is reported to have fallen into their hands.

At Pengu, the Southerners captured a large quantity of locomotives and rolling stock.

[NAVAL WIRELESS.]

Wuhu Quiet.

WUHU, May 30th. There is nothing to report; the situation is quiet and there have been no anti-British demonstrations of late.

[NAVAL WIRELESS.]

Southerners Slight Set-Back.

CHINKIANG, May 30th. It is reported that after receiving a slight set-back in a Northern counter-attack, the Southerners have once again captured Kaoyu. It is confirmed that Loyang has turned over to the Southerners.

[NAVAL WIRELESS.]

French Steamers Commandeered On The Yangtze.

ICHANG, May 30th. All anti-foreign feeling appears to have died a natural death, and the situation is quiet. H.M.S. Grut and H.M.S. Kialwa are experiencing no difficulties in obtaining necessary supplies from shore.

A number of steamers flying the French flag have been commandeered by the military for use as transports, and troops are taking place. The majority of the troops are being sent down river.

## A DISASTROUS CLOUDBURST.

TWENTY FATALITIES REPORTED.

THRILLING 500 MILE MOTOR CAR RACE.

[REUTER'S AMERICAN SERVICE.]

ASHLAND, Kentucky, May 31st.

It is reported that there were twenty fatalities as the result of the cloudburst at Prestonsburg and surrounding towns last night. In Indianapolis a driver, named Kohler, was killed in a collision on Memorial Day. The 500 mile motor-car race, subsequently held, attracted 150,000 spectators, who were thrilled as a car, driven by Hatten of Brooklyn, bursting into flames, careered round the track while blazing. Hatten stuck grimly to his post. When his hands were so blistered that he could no longer hold the wheel, he steered with his left foot, and finally succeeded in drawing up. The race was won by George Souders, who was competing for the first time in a big race. He gets a prize of \$25,100.

## INTERNATIONAL MINERS.

WHY MR. HODGES RESIGNED THE SECRETARYSHIP.

[THROUGH REUTER'S AGENCY.]

LONDON, May 31st.

Mr. Frank Hodges' resignation (mentioned yesterday) was due to pressure by principal officials of the British Miners' Federation primarily because he was opposed to the Federation's policy at last year's coal strike, and more recently because he had accepted an invitation to become a member of the Central Electricity Board, which the Federation contended was a Government post.

Mr. Cook, last week, said that if Mr. Hodges did not resign the Secretaryship of the Miners' International the British Federation would consider their secession therefrom.

Mr. Hodges, in an interview, said he resigned in order to regain unfettered liberty of thought and action in the pursuit of British interests and especially to collaborate in the task of enabling British miners to share in the coming advantages from the higher technique of applied science and of sound organisation in the mining industry.

[THROUGH REUTER'S AGENCY.]

SECRETARIAT TRANSFERRED

PARIS, May 30th. The Belgian, M. De Latre, has been provisionally appointed to succeed Mr. Hodges at the International Miners' Secretariat, which is being transferred from London to Brussels.

[THROUGH REUTER'S AGENCY.]

ENORMOUSLY SUCCESSFUL FRENCH LOAN.

[THROUGH HAYES AGENCY.]

PARIS, May 31st.

The Government announces that the Consolidation Loan has totalled, finally, 15,200,000,000 francs. Since 1920 no loan has reached such an amount.

[THROUGH REUTER'S AGENCY.]

FRENCH NAVAL VISIT TO PORTSMOUTH.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th.

Thousands ashore and afloat at Portsmouth ovated the arrival of the French squadron of cruisers, commanded by Rear Admiral Piro, comprising eight of France's newest and fastest warships. This is the first official post-war visit by a foreign fleet to Portsmouth. An exhaustive programme of festivities has been arranged during the five days' visit.

[THROUGH REUTER'S AGENCY.]

DE PINEDO'S FLIGHT.

STRENGTH WITH ATLANTIC WIND AND FOG.

[THROUGH REUTER'S AGENCY.]

HONTA, May 30th.

Interviewed with regards to his descent into the Atlantic, de Pinedo said he was compelled to fly at a high altitude owing to fog, and was further handicapped by a strong wind which caused him to use more petrol than he otherwise would have done. When 14 miles from Flores he sighted a Portuguese schooner and decided to descend hoping to be able to re-fuel at Flores, but the weather remained too rough.

[REUTER'S AMERICAN SERVICE.]

THE S.S. "MALOLO."

TOWED IN TO NEW YORK.

[REUTER'S AMERICAN SERVICE.]

New York, May 30th.

The s.s. Malolo has been towed in to the harbour. The Malolo, of 22,000 tons, collided on May 26th about 160 miles off New York, while on a trial run, with over 300 people on board. She was somewhat damaged.

## CAPT. LINDBERGH.

ATTENDS MEMORIAL DAY SERVICE.

ENTERTAINED AT THE SAVOY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th.

Captain Lindbergh was present at the Memorial Day service to the fallen, at St. Margaret's, Westminster, after which the American Ambassador placed a wreath on the Unknown Warrior's grave.

Subsequently, Lindbergh was the guest of honour at a dinner given by the Association of American Correspondents in London, at the Savoy Hotel. The American Ambassador was also present.

Lindbergh found five sandwiches and a half gallon jar of water awaiting him on the table, a jocular reminder of his rations on the trans-Atlantic flight.

## Gift Of Irish Linen.

The Irish linen manufacturers have presented Lindbergh with Irish linen handkerchiefs for his own use and table linen for the use of his mother.

## A Spanish Honour.

MADRID, May 30th. The Spanish Government has decided to bestow on Lindbergh the "Plus Ultra" medal, created in commemoration of Franco's trans-Atlantic flight.

## Franco-American Felicities.

PARIS, May 30th. President Coolidge has sent a message to President Doumergue saying that the magnificent reception given to Lindbergh in France has gone right to the heart of the American people, and proves conclusively that the common sentiment forged on the battlefields remains an unbreakable consecration of the past, and a guarantee of the future.

Receives Air Force Cross From The King.

LONDON, May 31st. His Majesty the King received Captain Lindbergh at Buckingham Palace this morning and decorated him with the Air Force Cross.

Prior to the ceremony Lindbergh had flown in his aeroplane to Gosport, where the machine will be dismantled for shipment to America. Lindbergh returned to Crocydon in one of the Air Force machines, which escorted him to the coast.

## BRITAIN AND RUSSIA.

NORWAY TO LOOK AFTER BRITISH INTERESTS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th. In the House of Commons, Sir Austen Chamberlain announced that the Norwegian Government had agreed to look after British interests in Russia.

## German Visas.

BERLIN, May 30th. It is semi-officially stated that the German Embassy in London will issue visas for the Arcos officials. The number will be restricted to 120, and they will be valid for a maximum period of six weeks.

## Arcos Directors.

LONDON, May 30th. Rosengolz, the Soviet Charge d'Affaires, has sent a letter to Sir Austen Chamberlain requesting that Soviet citizens who are directors of Arcos and other British companies conducting Anglo-Soviet trade in Great Britain, and the Soviet trade organisations as well as the departmental managers and necessary staff, should be permitted to stay in England after the departure of the trade delegation, in order to liquidate these organisations, otherwise the immediate liquidation of these firms will be ordered, and the responsibility for damages will rest with the British Government.

PARLIAMENTARY LABOUR PARTY COMMITTEE FORMED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 31st. The Parliamentary Labour Party have established a Committee, consisting of Messrs. J. R. Clynes, Arthur Henderson and Sidney Webb to "consider the situation arising out of the break with Russia and to examine the means of continuing to foster trade."

The appointment of the Committee occasioned some comment in the Lobby in view of the Soviet's declaration of their intention to withdraw all trade facilities; but the Labour Party are of opinion that the estrangement cannot last for ever and that trade should be nursed so that it may revive as soon as possible.

## TRADE UNIONS BILL.

ANOTHER CLAUSE PASSED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th.

Under the guillotine, with some government drafting amendments the House of Commons, by 270 to 113, has adopted Clause 5 of the Trade Unions Bill, prohibiting Civil Servants from belonging to outside organisations dealing with their pay and conditions.

## THE CRISIS IN EGYPT.

BRITISH PRECAUTIONARY MEASURES EXPLAINED.

SAFEGUARDING INTERESTS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th.

It is stated in well-informed circles that the warships going to Egypt from Malta are being sent as an "ordinary precautionary measure, such as has been taken by the British Government on various occasions in the past."

It is pointed out that under the Declaration of 1922, Britain assumed responsibility for the protection of foreign lives and interests in Egypt, and the tone of the recent debates in the Egyptian Chamber indicates that the extremists are endeavouring to create an artificial situation of tension, while furthering the recommendations of the Egyptian parliamentary war committee increase the possibility of the Egyptian army being used as a political weapon, and to undermine the position of the few remaining British officers. One recommendation aims at the abolition of the post of Sirdar.

## A Note Presented.

Cairo, May 30th. The Residency this evening presented the Premier, Sarwat Pasha, with a Note with regard to the reorganisation of the army. The contents are hitherto not disclosed, but it is understood that the terms are firm but very friendly, and no time limit has been fixed for a reply.

## London Press Comment.

LONDON, May 30th. The sudden crisis in Egypt is the chief news item in this morning's papers.

The Liberal journal Westminster Gazette has a full-page headline, "British Authority Again Defied in Egypt," and says the British Government has despatched warships to Egypt for the purpose of showing the other Powers that Britain is ready and able to maintain the two reservations to the Declaration of Egyptian independence in 1922, namely the defence of foreigners and the protection of Egypt against aggression if the need arises.

The Daily Mail considers the despatch of British battleships a timely hint to the Egyptian Government. "It may help to convince them that we are not going to be driven out of Egypt."

## COLONIAL RESEARCH.

CONFERENCE APPROVES OF IMPORTANT SCHEME.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th. The Colonial Conference has approved of a scheme of agricultural research and organisation.

At the outset the report of the committee on the colonial scientific and research service requests the Colonial Office to appoint a committee to work out a detailed scheme for submission to the Governments concerned.

The Conference are of opinion that the scheme could be initiated on an income of £175,000, of which a considerable portion would be replacement of existing expenditure on the salaries of agricultural research officers.

A preamble to the report says that the committee was appointed to prepare a scheme based on contributions to a common pool for the creation of a colonial scientific research service available for the whole Colonial Empire. It was decided to restrict the enquiry to medicine, agriculture, veterinary science, and forestry.

Lord Lovat in a speech at the conclusion of the Conference said that the question of organisation of research was the biggest and most interesting of the Conference.

## U.S.A. MISSIONARIES TAKE NOTE!

WHAT NATIONALISM THINKS OF CHRISTIANITY.

The following translation of one of the most blasphemous and shocking sentences ever written is vouchered for by one who holds a high official position in Shanghai.

"Jesus Christ was born in Jerusalem, which is ruled by the British Imperialists, therefore, he is an Imperialist. Although Jesus Christ died two thousand years ago, they say he still lives, but this is against nature. Then, why worship a dog that has been dead for two thousand years, while Chinese Nationalism is a living entity to-day, with the three principles of Dr. Sun Yat Sen? Therefore, worship Chinese Nationalism."

This sentence is an extract from a small Kuomintang pamphlet which was distributed in Chekiang Province. A copy of the translation with the Chinese pamphlet was sent to a pastor in England, some months ago, to show the nature of the Nationalist Movement, which, according to the official bulletin of the National Christian Council, is the "most hopeful movement in modern China."



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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 1st, 1927.

# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

British Cars in India—How to Choose a Car—Era of the Small Six—Care-Free Motoring.

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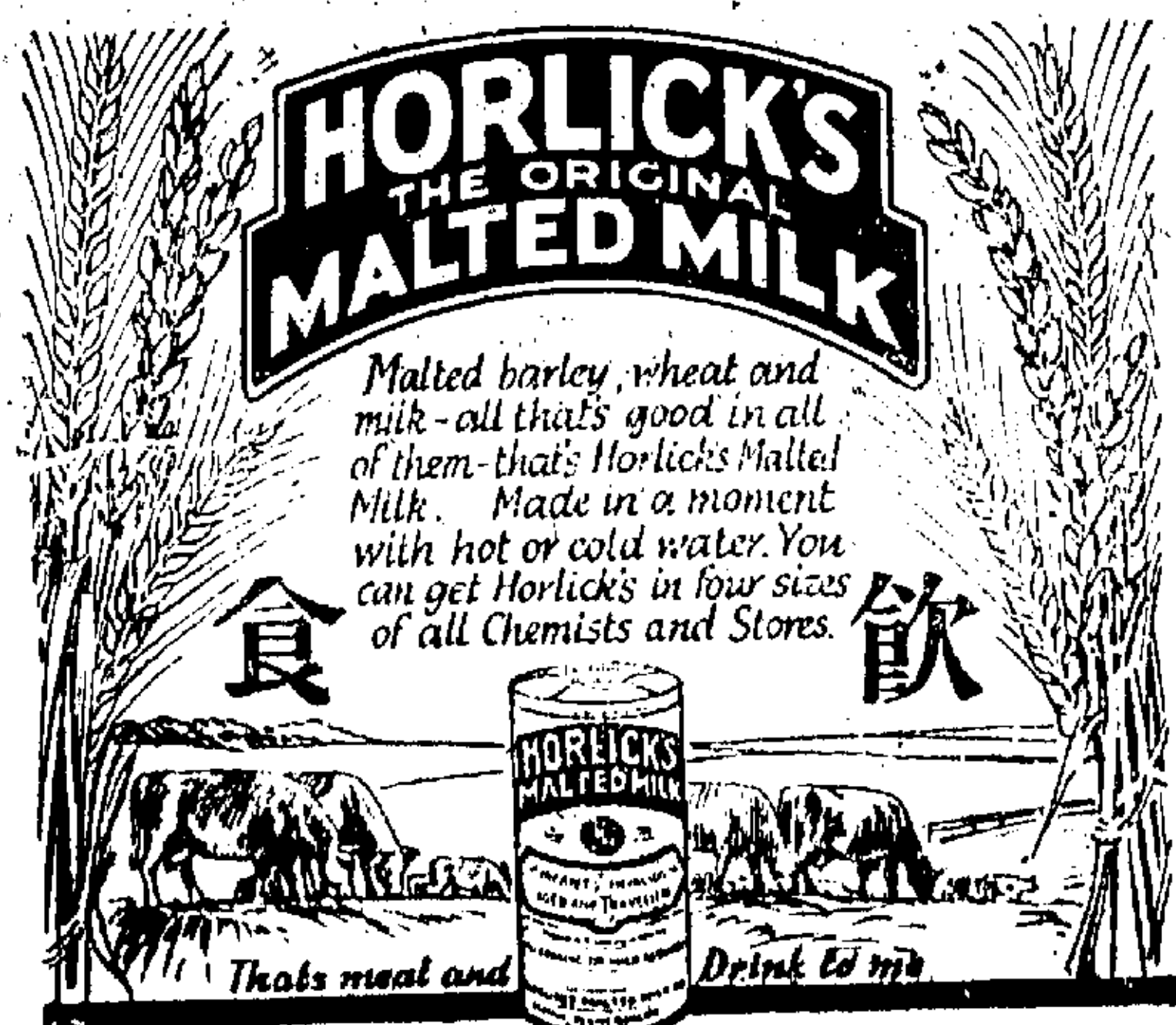
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## BRITISH CARS IN INDIA.

PROSPECTS BRIGHT.

In the article printed below the Calcutta correspondent of the Times expresses encouraging views on the condition of the British motor industry in India. He writes:—

The motor industry pleads that the high rate of taxation is crippling its activities. In answer, however, to Sir J. Kay's contention before the meeting of the Associated Chambers of Commerce at Calcutta last December, that "little or no progress has been made in the development of motor transport in this country," Sir Charles James pointed out that in 1925-26 there had been a large increase in the import of vehicles of all sorts. Moreover, during the first six months of the current fiscal year, 1,200 more motor-cars and 1,000 more omnibuses were imported than during the corresponding period of last year. The proportionate increase in the import of motor-cars and omnibuses, which pay a duty of only 15 per cent., is, however, far greater than in that of motor-cars.

This increase in the number of cars imported is more marked in regard to British than to American cars. Since it is a matter of indifference to the majority of Indians whether they purchase British or American commodities, and since only in a small minority of cases is the British purchaser influenced by patriotic motives, the preference now being shown to British cars is due to a growing appreciation of their sounder workmanship. In the early days of motoring in India, American cars undoubtedly predominated here as elsewhere by reason of their lower initial cost. The motorist was able to purchase an American model suited to his requirements, reliable in the running, and finished in a showy and attractive manner, for a price far below what was asked for a British car of similar size. He was quite content with his American purchase until wear and tear, or improvements in design, induced him to make a change and to buy a new car. When trying to dispose of his old car, however, he could not fail to be struck by the way in which his American model had depreciated in value as compared with the equivalent British car. The longer life and the greater reliability of the British car are the reasons for its increasing popularity.

As to the type of motor-car most popular on the Indian market, it may be said at once that the country presents no inherent difficulties to the motorist other than those common to every country with large undeveloped areas. Many of the great roads are very bad, though some are excellent, so that the motorist who intends to do much touring, and his numbers are growing, will always insist on a car capable of hard work and solidly constructed enough to stand many bumps. With few exceptions, however, any car which gives good service in Great Britain can be used almost everywhere on the plains, while for the hills a British small car has now been specially adapted. Width of track and clearance are points worthy of attention.

FUTURE PROSPECTS.

The future prospects for the motor industry in India are very bright, as the country is awakening to the need for improved transport facilities. Commercial vehicles are in ever-increasing demand, though more for passenger traffic than for goods, which continue to be transported on that relic of barbarism, the overladen bullock cart. In the large cities and in the country districts omnibus services are springing up with great rapidity. The import of motor-cars increases more slowly than that of either motor-cars or commercial vehicles.

Undoubtedly the most satisfactory method by which the British manufacturer can do business in India is to open a branch where adequate service can be assured and increased sales obtained by undivided canvass in his own interests. Where, however, such a policy is impracticable it is better for the manufacturer to entrust his interests to one of the many motor firms which are already established in all the principal cities, rather than to appoint a whole or part-time local agent. There has been a notable revival of interest in the English-made car. But in a country where so large a proportion of the motoring population is migratory there is naturally an insistent demand for cheapness.

## CAR.

LOW BUILD AND COMPACTNESS.

HIGH POWER DEVELOPMENT.

A few simple rules to follow will make it easy for the driver of a new car to-day to get a modernly engineered product.

Within the past few months there have been many developments in motor-car construction which are far in advance of improvements made heretofore. These features show up so plainly that the buyer has little chance to go wrong if he uses his head and his eyes.

Modern cars are low, the roof line is closer to the ground than has been the case at any time before. This low body effect is not for style alone but is also for road balance. The modern car hugs the road, because the weight is carried low to the ground—by the low car if you want road stability.

Compactness without the sacrifice of usable room is another feature of the modern car. Choose a car on which the body looks compact. Try it out for leg room and head room, and if these dimensions suit you, make your choice the compact body. Compactness means conservation in weight and bulk and this means easier control and greater economy in operation.

Check up on the developed horsepower as compared with the rated horsepower. The modern power plant develops a brake-horsepower far in excess of its rated power. In the four-cylinder field, the buyer to-day can get a developed power fully 100 per cent. in excess of the rated power. Choice of a car in which the developed power is only 20 per cent. to 30 per cent. in excess of the rated power means that the owner is paying twice as much for operating expense as is the owner who buys the modernized motor with its surprisingly high developed power.

In the six-cylinder field, be sure to check the developed horsepower against the rated power. Here again, your choice should be centered on the car with the greatest excess of developed power over rated power.

The drive system also comes in for attention. Modern engineering demands a straight line drive, the propeller shaft running almost without drop from the transmission to the rear axle. Straight line drive means delivery of the full power of the motor to the rear axle. Mechanical four-wheel brakes offer simplicity and constant adjustment without the necessity for attention on the part of the car user.

## ERA OF THE SMALL SIX.

MODELS BY FAMOUS FIRMS.

POWER, SPEED AND ECONOMY.

The era of the small six-cylinder car—by small is meant a capacity, not exceeding 16 h.p.—has at last dawned. Sixes of fairly high power have for long been common in America than four, but it has been left to Europe to develop the small type—a type that gives the smooth running of a Rolls Royce. This type of car should be eminently suitable for conditions in Hong Kong, since in power and speed it can be relied upon to do all that is likely to be required. The large and expensive car of from 25 to 40 h.p. possesses little advantage over the smallest and cheapest of cars so far as use in the Colony is concerned, for its use is limited to drivers round the island and into the New Territories, and therefore it has little opportunity to demonstrate its superior powers.

Mr. Edgar Duffield, writing of a brief but satisfying trial of the Lea Francis six and car which has an English tax rating of only 214 says it is one of the best British small sixes he has met.

In addition to a motor of superlative quality, this little car has a very nice lightly disengaged clutch (albeit one that does not spin unduly) and a particularly good four-speed gear box.

Its steering, suspension and braking are worthily associated with its other attributes and at 2300 for the touring 4-5 seater or 2550 for a natty little limousine de luxe, the value embodied is sensational.

A car of this type apparently possesses all the attributes of the ideal Hong Kong roadster.

Other small sixes there are in plenty, for British manufacturers have taken up the type wholeheartedly. Even such conservative firms as Singer have succumbed to the prevailing fashion. Other famous names interested in the type and producing models from 14 to 16 h.p. include Standard, Wolseley, Sunbeam, Talbot, Waverley and Morris.

Mr. Duffield adds: The original Daimler 16 of 1922 is still to be challenged really seriously, especially since its stroke has been reduced from 104 to 94 mm., bringing the cylinder capacity down to 1,572 c.c.

## CARE-FREE MOTORING.

40,000 MILES WITHOUT ATTENTION.

NO DECARBONISATION.

It is sometimes argued that a long life in a car has but little advantage, since after a certain period of usage the amount of money required to be spent on repairs would in a short time almost buy a new car. The lady owner of a four-cylinder 16 h.p. Galloway, however, has proved the falsity of this supposition. This lady bought her car in 1925, and recently returned it to the dealer in part exchange for a new model of the same make. The dealer found that during its life the car had travelled 40,000 miles without decarbonisation, nor had any repairs or replacements been necessary. The machine was in such sound condition mechanically that the dealer was able to resell it for two-thirds of its original price. An experienced motorist would never think of neglecting his car so grossly, yet many a careful and experienced motorist cannot maintain his car without a monthly repair bill. There is the possibility that sooner or later disaster would have overtaken that careless lady motorist: if she had tried to drive her car in the tropics with the accumulated carbon of 40,000 miles in the engine, a rolling radiator would have been the least of the evils that would have overtaken her.

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	4 Cylinder—15.6 H.P.	6 Cylinder—21.6 H.P.
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6	32	A-511 SH		RUBBER	9 1/2	7 1/2	9 1/2	\$50	5
6	100	A-513 JF		Do	10 1/2	6 1/2	9 1/2	\$40	5
6	112	A-513 SH		Do	10 1/2	7 1/2	9 1/2	\$50	5
6	125	A-515 SH		WOOD	11 1/2	7 1/2	9 1/2	\$70	CAD
6	130	A-515 SH		RUBBER	10 1/2	7 1/2	9 1/2	\$70	CAD
6	160	A-517 SH		Do	13	7 1/2	9 1/2	\$80	6
12	60	A-127 SH		WOOD	12 1/2	7 1/2	9 1/2	\$65	7
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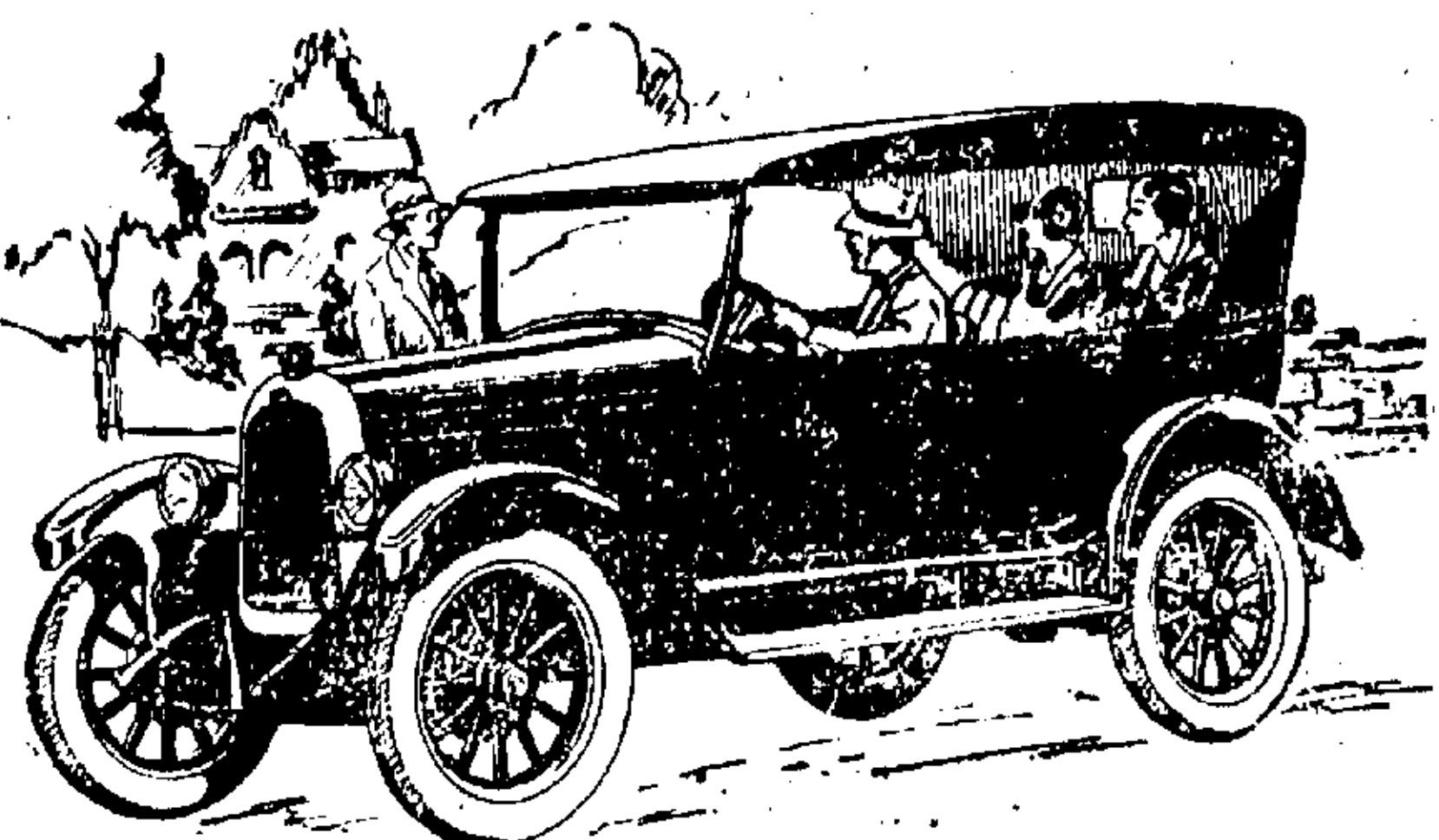


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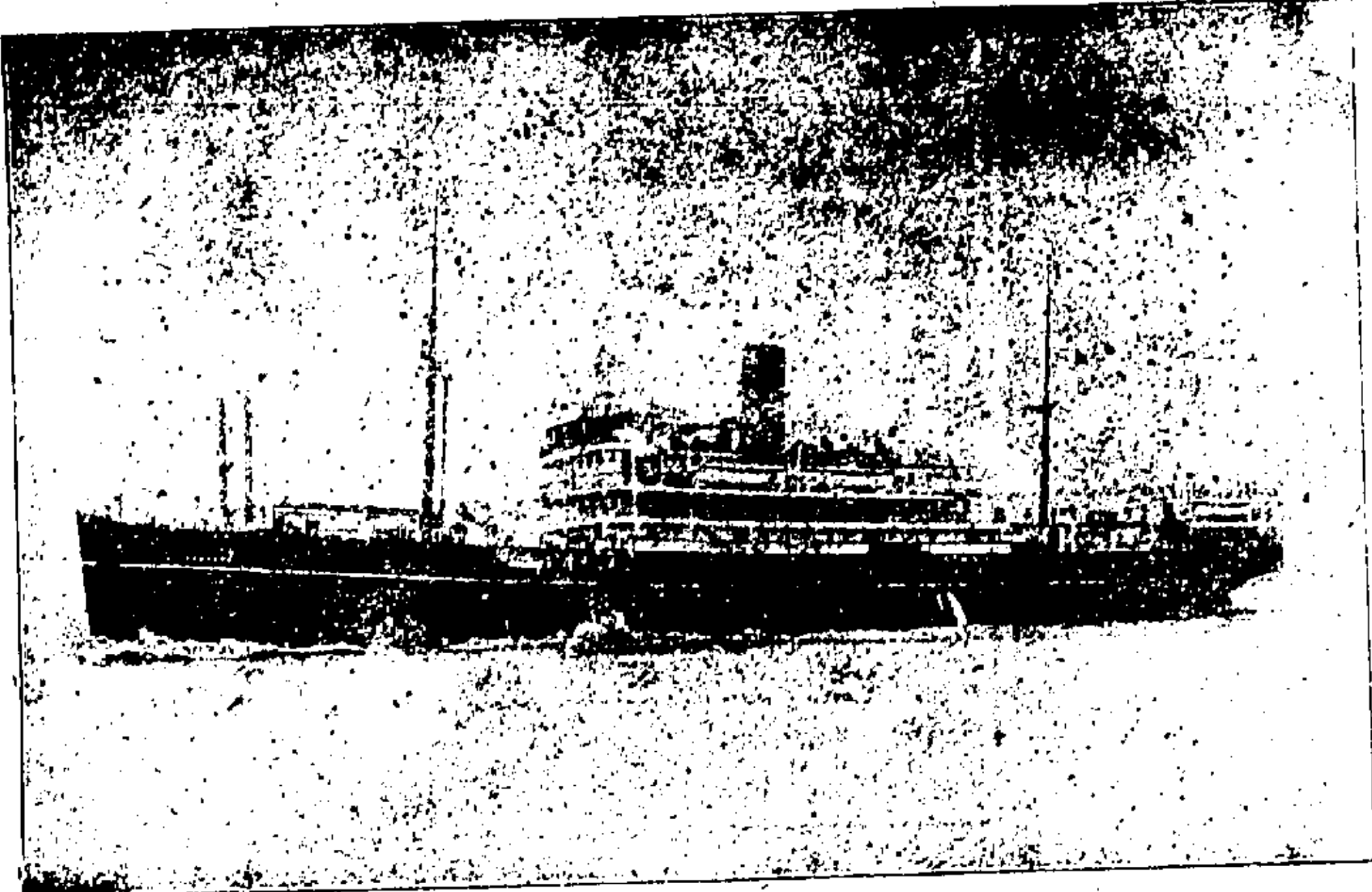
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VIA STRAITS.

CONSIGNEES per Co's Steamer "AGAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 30th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st June, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 30th May, 1927. [4977]

### NORDDEUTSCHER LLOYD.

BREMEN.

THE Motor Ship "FULDA"

having arrived from BREMEN, HAMBURG and other ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 6th of June, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 2nd of June, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents, NORDDEUTSCHER LLOYD, BREMEN, Hong Kong, 30th May, 1927. [4978]

### THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, MIDDLESBRO',

ANTWERP, LONDON, AND

STRAITS.

The Steamship "BENVOLICH"

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

and/or extra hazardous Godowns of the

HONG KONG & KOWLOON WHARF AND

GODOWNS COMPANY, LTD., whence, and/or

from the wharves Delivery may be

obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

6th June, 1927, will be subject to Rent.

All Claims against the Steamer must

be presented to the Undersigned on or

before the 20th June, 1927, or they will

not be recognised.

All broken, chafed and damaged Goods

are to be left in the Godowns, where

they will be examined on the 6th

June, 1927, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Ltd., Agents, Hong Kong, 30th May, 1927. [4979]

### A BRITISH TYPEWRITER AT LAST.

THE KING'S INTEREST BEARS FRUIT.

TO BE USED BY WHITEHALL.

It has long been remarked by Foreign Nations that the British are the World's Worst Advertisers, which unfortunately is but too true. The King by chance came across a very glaring case of this fact when touring the British Industries Fair at the White City not so long ago. H.M.'s amazement at the discovery and his consequent indignation at the neglect shown by the British Government, in particular, and leading British Firms, in general, in extending their support to a well established and proven British industry, was so emphatic as to cause Reuter to put on the wires the story of this discovery which duly appeared in the papers next morning throughout the British Empire—and probably the rest of the world.

This Majesty's discovery was the fact that there was a British typewriter in existence—this in itself was news to most people—with twenty years' experience behind the making of it, which was such an excellent and reliable machine that in open competition with the whole world, Foreign Governments were buying it in preference to any other far better advertised makes. It was this discovery that caused such surprise to His Majesty, but the course of his enquiries brought out the fact—and this is what caused his indignation—that while Foreign Governments bought British Typewriters, the British Government bought Foreign Typewriters!

A Big Swedish Order.

Solid proof of the esteem in which this British Typewriter is held is evidenced by the fact that the Swedish Government gave an order for 879 machines at one time.

Needless to say, as a result of the King's indignation expressed to the President of the Board of Trade who was present at the time, things began to move, and the first result of His Majesty's interest was the immediate engagement of more workers at the "Imperial" Factory to cope with the newly-created demand. Not only did the Government take steps to replace Foreign typewriters by the "Imperial," but the leading firms adopted the same policy.

Local Supply Assured.

So great was the Home demand for the "Imperial" that new orders coming from abroad could not at first be attended to, but it is pleasing to note that orders sent to the Manufacturers of the "Imperial" many months ago by the enterprising local Agents, Messrs. T. E. Griffith, Ltd., have now been carried out. Consequently the "Imperial" is on sale in Hong Kong to day and it is most gratifying to learn that the Local Government has lost no time in following the excellent lead given by the Home Government.

The Manufacturers lay particular emphasis on the fact that they make no claims for the "Imperial" solely because it is British, but they do say that it is built with British thoroughness, and that it is practical common sense to buy an "Imperial."

Messrs. T. E. Griffith, Ltd., will welcome enquiries about the "Imperial," a large range of which are on sale, and it is hoped that the day is not far distant when a Hong Kong office without an "Imperial" typewriter will be unique.

The Local Government in backing up the lead given by His Majesty is doing its best to give an impetus to the wheels of commerce at Home, and to put it on the lowest grounds, anything that local British firms can do to give a start to Home trade helps to bring the day nearer when taxes of Home can be reduced, and the nightmare of an increasing Income-tax, as the mournful accompaniment of the long-wished-for day of retirement—when it arrives—can be finally exorcised.

### AMERICAN MASS PRODUCTION.

A TORRENT OF CARS.

SOUTH BEND, INDIANA.

Studebaker has again broken all records by shipping 1,070 cars from its South Bend, Detroit, and Walkerville, Ont., plants on March 31st.

Figured on the basis of eight working hours to the day this represents more than two cars shipped every minute. For the entire month of March Studebaker produced 17,238 cars as against 15,060 the previous record established in March 1923.

It appears from this that Mr. Henry Ford will have to look to his laurels if he desires to maintain his position as mass-production king.

WOLSELEYS FOR INDIA.

The India Office, after trial in India of the new Wolseley 16.45 h.p. light six, have just placed an order with Wolseley Motors (1927), Ltd., for twenty-eight of these cars for use in India—a fact that is significant of its suitability for overseas conditions.

### VESSELS EXPECTED.

Admiral (Blue Funnel), due July 15th.

Admiral (Blue Funnel), due July 20th.

Admiral (E. & A.), due July 4th.

Admiral (Prince Line), due July 2nd.

Admiral (Swedish East Asiatic), due June 28th.

Chinese Prince (Prince Line), due June 6th.

Denholm (Blue Funnel), due June 25th.

Empress of Russia (C.P.R.), due June 8th.

Helena (Blue Funnel), due June 23rd.

Indraghien (N.D.L.), due to-morrow.

Irion (Blue Funnel), due July 3rd.

Kalyan (P. & O.), due June 15th.

Kashgar (P. & O.), due July 7th.

Khiva (P. & O.), due September 1st.

Khyber (P. & O.), due August 4th.

Macedonia (P. & O.), due June 23rd.

Machon (Blue Funnel), due June 10th.

Malva (P. & O.), due September 15th.

Mora (P. & O.), due August 18th.

Norona (P. & O.), due June 28th.

Orestes (Blue Funnel), due June 5th.

Palatka (Blue Funnel), due June 22nd.

Peregrine (Blue Funnel), due July 7th.

Phaethon (Blue Funnel), due Aug. 5th.

President Jackson (D.S. & A.M.L.), due June 6th.

President Monroe (D.S. & A.M.L.), due June 6th.

Pipereus (Blue Funnel), due June 10th.

Ramses (Hamburg-Amerika Line), due to-morrow, at daylight.

Ranipindi (P. & O.), due July 21st.

Rheine (Blue Funnel), due July 27th.

St. Albans (E. & A.), due June 6th.

Tahiti (B.L. & Apear), due June 7th.

Taiwan (B.L. & Apear), due June 5th.

Tenda (E. & A.), due this morning.

Tenochtitlan (Blue Funnel), due July 29th.

### LEYLAND BUSES FOR KOWLOON.

The famous firm of Leyland—which can turn out anything from a fire engine to a record-smashing speed car—has supplied a number of buses of the Lion type to the Kowloon Bus Co. Several more vehicles of the same type are on order for the China Motor Bus Co., of Hong Kong, and a still larger batch for the Johannesburg Municipality. Leyland has also supplied buses to Moscow and to the Cape Electric Tramways of South Africa.

### CHINA HOMEWARD CONFERENCE.

FREIGHT TARIFF No. 9.

DATED 7th MARCH, 1927.

ADDENDUM No. 7.

CORRECTION.

Addendum No. 7 should read:—

PART 2.

THE RATES OF FREIGHT for OILS in BULK are Amended from Date to the following:—

Oil (Bean) in Bulk ... 54/- 60/-

Oil (Caster, Seed & Groundnut) in Bulk ... 63/- 70/-

Hong Kong, 31st May, 1927. [4987]

### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 31st.

Previous On Date On Date

Day at 2 p.m. 6 a.m. 2 p.m.

Barometer ... 29.49 29.52 29.51

Temperature ... 56 78 87

Humidity ... 55 71 58

Direction ... NW WSW W

Force ... 3 2 3

Weather ... 0 0 0

Rain ... 0.00 0.00 0.00

Highest open-air Temperature, 30th: 89

Lowest open-air Temperature, 31st: 78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

### HONG KONG TIDE TABLE.

From June 1st to 7th, 1927.

HIGH WATER. LOW WATER.

Days of Week. Date of Month. Time. Height. Time. Height.

Wed. 1 m 9 32 7.5 m 3 11 2.9

Thur. 2 m 10 46 7.5 m 3 38 3.1

Fri. 3 m 0 53 4.0 m 4 5 3.3

Sat. 4 m 5 12 3.8 m 4 27 3.5

Sun. 5 m 11 12 3.8 m 4 27 3.5

Mon. 6 m 3 31 3.8 m 4 49 3.7

Tues. 7 m 0 49 3.8 m 5 9 3.9

1 52 5.3 10 18 4.1

## HAMBURG-AMERIKA LINIE

INCLUDING

## HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.

CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

### OUTWARD.

Sailings from Europe for Shanghai and Japan:—

M.S. "RAMSES" (H.A.L.) ... due here on or about the 1st June  
M.S. "ERMLAND" (H.S.L.) ... due here on or about the 11th June  
M.S. "VOOTLAND" (H.A.L.) ... due here on or about the 14th July  
M.S. "MUNSTERLAND" (H.S.L.) ... due here on or about the 14th July  
S.S. "OLDENBURG" (H.A.L.) ... due here on or about the 29th July

### HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

\* S.S. "PREUSSEN" (H.A.L.) ... sailing from here on or about the 12th June  
\* S.S. "TIRPITZ" (H.S.L.) ... sailing from here on or about the 22nd June  
\* M.S. "RAMSES" (H.A.L.) ... sailing from here on or about the 7th July  
\* M.S. "ERMLAND" (H.S.L.) ... sailing from here on or about the 15th July  
\* M.S. "VOOTLAND" (H.A.L.) ... sailing from here on or about the 8th Aug

\* Calling at Rotterdam and Hamburg.

† Calling at Genoa, Rotterdam and Hamburg.

‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.

§ Calling at Genoa, Marseilles, Antwerp, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

## JEBSEN & CO.

12, Pedder Street.

167

Tel. C. 2225.

Tel. C. 4754.



LIGNES COMMERCIALES (Cargo Boats).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

s/s "MIN" ... 6th June.

s.s. "YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th June.

### SERVICES CONTRACTUELS (Mail Service)

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
D'ARTAGNAN ...	—	—	7th June
ANGERS ...	—	—	21st June
PORTOS ...	6th May	7th June	5th July
SEPHINX ...	20th May	21st June	19th July
PAUL LECAT ...	3rd June	5th July	2nd Aug.
ONE ...	17th June	15th July	16th Aug.



# CHINA NAVIGATION COMPANY, LIMITED.

HOIHOW, PAKHOI & HAIPHONG	... "TEAN"	On 3rd June, 10 a.m.
SHANGHAI	... "LINAN"	On 4th June, 6 a.m.
BANGKOK	... "OHINHUA"	On 4th June, 6 a.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	On 4th June, 4 p.m.
SWATOW, SHANGHAI, NEWHONG, DAIJNY	... "LIANGCHOW"	On 5th June, Noon
HONGKAY	... "TAIKOOWANYI"	On 5th June, 10 a.m.
SWATOW & BANGKOK	... "KALAN"	On 5th June, 3 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	... "HUICHOW"	On 6th June, 4 p.m.
AMOY, SHANGHAI & TSINGTAO	... "SOOCHOW"	On 7th June, 6 a.m.
AMOY, SWATOW & SINGAPORE	... "KINGYUAN"	On 8th June, 6 a.m.
SWATOW & SHANGHAI	... "CHENAN"	On 9th June, Noon
SHANGHAI & TSINGTAO	... "SZECHUEN"	On 11th June, 4 p.m.
AMOY, SWATOW & SINGAPORE	... "KWANGTUNG"	On 12th June, 6 a.m.
SWATOW & BANGKOK	... "KIANGSU"	On 12th June, 10 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	... "KUEICHOW"	On 13th June, 4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to—  
**\$80 SINGLE AND \$90 RETURN.**  
 For Freight or Passage apply to—**BUTTERFIELD & SWIRE,**  
 Telephone Central 37.  
 CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"  
 THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM  
**HONGKONG TO AUSTRALIAN PORTS**  
 VIA MANILA AND THURSDAY ISLAND.  
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
**HONGKONG TO SYDNEY—19 DAYS.**

STEAMER	DEPART HONG KONG ON OR ABOUT	ARRIVE SYDNEY ON OR ABOUT
CHANGTE	11th June	18th June
TAIPING	15th July	22nd July
CHANGTE	19th August	26th August
TAIPING	23rd September	30th September

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**  
 Telephone: CENTRAL 36. Agents.

## BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE  
**"BLUE FUNNEL LINE"**  
 OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.,  
 AND  
**AMERICAN & MANCHURIAN LINE**  
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.		
S.S. "ELPENOR"	... Via Suez Canal	5th June.
S.S. "CITY OF KOBÉ"	... Via Suez Canal	13th June.
S.S. "AGAPENOR"	... Via Suez Canal	31st July.
S.S. "CITY OF CHESTER"	... Via Suez Canal	17th July.
S.S. "HELENUS"	... Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	4th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
 Subject to change without notice.  
 For Freight and Particulars, apply to—  
**BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONG KONG**  
**HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.**

## PRINCE LINE

IMPROVED SERVICE  
 BY  
**FAST MOTOR VESSELS**  
 TO  
**BOSTON AND NEW YORK**

M.V. "CHINESE PRINCE" ... 8th June, 1927.

For Freight and Full Particulars, apply to—  
**FURNESS (FAR EAST), LIMITED.**  
 Telephone: Central 3165. (Incorporated in Great Britain)  
 Telegrams: Furnprince. King's Building.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

THE MOTOR SHIP  
**"CREMER"**  
 Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on June 9th.

Offers excellent Saloon accommodation.  
 All lower berths. Doctor carried.  
 English cuisines. Wireless telegraph.  
 1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
 Service to destinations in the Netherlands East Indies  
 and Australia.

Agents:—  
**JAVA-CHINA-JAPAN-LIJN.**  
 Telephone 1574. YOKOYAMA, CHINA ROAD.

## Shipping News Arrivals and Departures, etc.

### ARRIVALS.

May 30th.  
*Taiwaning*, Dutch str., 6,061 tons,  
 Capt. F. E. C. van Scherren-  
 becks, from Shanghai and Kow-  
 lung. The latter port she left on  
 May 27th, with empty  
 drums, lying at buoy No. A8.  
 J.C.I.L.

May 31st.  
*Lyons Maru*, Japanese str., 4,343  
 tons, Capt. K. Ogawa, from  
 Newport via Manila. The  
 latter port she left on May  
 28th, with hemp and general  
 cargo, lying at buoy No. A28.  
 N.Y.K.

*President Madison*, American str.,  
 3,341 tons, Capt. Thos. P.  
 Quinn, from Manila, which  
 port she left on May 29th, with  
 a general cargo, lying at Kow-  
 lung Wharf—American Mail  
 Line.

*West India*, American str., 5,775  
 tons, Capt. A. Larson, from  
 Manila, which port she left on  
 May 27th, with a general cargo,  
 lying at Kowloon Wharf.

*Fuch Sing*, British str., 1,983 tons,  
 Capt. J. H. Ferguson, from  
 Singapore and Bangkok, with  
 rice, meal and timber, lying at  
 buoy No. B7. Jardine, Matheson  
 & Co.

### CLEARANCES.

May 31st.  
*Baron Delmeys*, for Moji.  
*Barron*, for Hoihow.  
*Barron*, for Saigon.  
*Empress of Canada*, for Shanghai.  
*Hai Ning*, for Swatow.  
*Kojima Maru*, for Weihaiwei.  
*Lyons Maru*, for Shanghai.  
*Nitta Maru*, for Canton.  
*President Madison*, for Shanghai.  
*Taiwaning*, for Saigon.  
*Taiwaning*, for Keelung.  
*Taiwaning*, for Canton.  
*Taiwaning*, for Keelung.  
*Taiwaning*, for Swatow.

### PASSENGERS.

ARRIVALS.  
 Per s.s. *President Madison*, from  
 Manila, on May 31st:—For Hong  
 kong: Mr. F. P. Pest, Mr. J. P.  
 Gonzales, Jr., and Mr. H. L. Mar-  
 shall. For Shanghai: Mrs. W. E.  
 Clarke, Mrs. G. S. Conner, Miss  
 P. L. Conner, Miss B. Conner,  
 Master T. Conner, Mr. H. L.  
 Fisher, Mr. and Mrs. G. R. Ford,  
 Mr. and Mrs. D. S. Hatch, Mr.  
 R. L. Parker, Mrs. R. C. Smith,  
 Mr. Miss A. A. Smith, Miss L. T.  
 Smith, Mr. R. C. Smith III,  
 Master M. Smith, and Mrs. K. F.  
 Van Zant. For Kobe: Mr. E. W.  
 Brousseau. For Yokohama: Mrs.  
 N. C. Dorsey and Miss E. C.  
 Dorsey. For Seattle: Mr. C. C.  
 Dorsey, Mr. B. Barney, Mr. C. C.  
 Bartolome, Mrs. D. Deignan,  
 Master J. Deignan, Capt. L. Flet-  
 cher, Mr. R. R. Runt, Mr. and  
 Mrs. H. P. Harding, Masters  
 T. and Wm. Harding, Masters  
 T. and Wm. Harding, Mr. A. H. Muzzall, Mr.  
 E. Moosbrugger, Mr. C. A. Miller,  
 Major B. Y. Read, Dr. and Mrs.  
 C. H. Robinson, Gov. Gen. and  
 Mrs. Leonard Wood, Mr. and Mrs.  
 J. A. Wright, Master J. A.  
 Wright, Jr., and Miss M. E.  
 Wright.

DEPARTURES.  
 Per Dollar liner *President Pierce*,  
 for Manila, on May 30th:—Mrs.  
 Kathryn Hawkins, Mr. and Mrs.  
 Ralph M. Moon, Master John J.  
 Moon, Mr. D. E. Brown, Mr.  
 Leonardo Besa, Mrs. Birt, Miss A.  
 H. Baldwin, Mr. and Mrs. P. W.  
 Parker, Mrs. M. Richardson, Mrs.  
 H. Scarle, Capt. J. Leslie Jones,  
 Mr. and Mrs. H. G. Stower, Miss  
 F. Ashbridge, Miss K. B. Stower,  
 Mr. and Mrs. F. B. Lynch, Mr. F.  
 Del Rosario, Mr. Henry Lamond,  
 Miss Irma Doblyn, Mr. C. W.  
 Cumming, Rev. and Mrs. A. H.  
 Page, Master H. Page, Mrs. M. S.  
 Potts, Miss Anna Purcell, Mr.  
 Victor M. Smith, Miss Evelyn  
 Speiden, Mr. P. H. Sanders, Miss  
 Violet E. Stewart, Miss Juanita  
 Sudduth, Miss Agnes L. Taylor,  
 Dr. W. A. D. Woolgar, Miss  
 Lavina A. Allen, Miss Jessie F.  
 Allen, Miss Agnes G. Anglum, Mrs.  
 Helen J. Blue, Miss Leah Balliet,  
 Mr. H. H. Borden, Miss Electa  
 Berger, Mr. J. C. Cooper, Miss  
 Mary K. Daahay, Mr. N. M.  
 Eelpee, Mr. and Mrs. R. B. Forster,  
 Mr. C. L. Gironella, Mr. and Mrs.  
 J. E. Gardner, Jr., Miss L. Mar-  
 garet Harrison, Miss Margaret  
 Lotz, Mr. David Innes, Mr. Roger  
 Johnson, Miss Jessie L. Jones, Miss  
 Virginia M. Kane, Mr. R. W.  
 Kilbourn, Mrs. Ethel B. Ligon,  
 Mr. Oswald Lewis, Miss Myrtle J.  
 Meckendrick, Lt. G. M. Mayer,  
 U.S.A., Mrs. G. M. Mayer, Miss  
 Florence Mann, Dr. F. Moriarty,  
 Mrs. C. F. Moriarty, Mr. and Mrs.  
 Ralph McGuire, Dr. H. W. Miller,  
 Mr. M. S. Potts, Mr. E. T. Wilson,  
 Mr. and Mrs. J. B. Van Waveren,  
 European passengers per s.s.  
*Taiyo Maru*, for San Francisco via  
 ports on May 31st:—Mr. S. F.  
 McBain, Mr. and Mrs. N. S.  
 McBain, Mr. Aage Krarup Niel-  
 sen, Mr. Curtis, Mr. S. Y. Surh,  
 Mr. J. K. Selden, Dr. and Mrs.  
 C. C. Selden, Mr. and Mrs. S. R.  
 Jones, Mr. and Mrs. V. Reyes, Mr.  
 and Mrs. Paul Lauder, Miss  
 Lauder, Mr. J. E. McDonald, Miss  
 Ruth Pettigrew, Mr. and Mrs. J.  
 M. Turner, Mr. C. Hill, Mr.  
 J. M. Feilerick, Mr. and Mrs. F.  
 Incencio, Mrs. C. D. Andrew, Mr.  
 and Mrs. M. Vough, Miss P. R.

## DOLLAR STEAMSHIP LINE

AND  
**AMERICAN MAIL LINE**  
 (ADMIRAL ORIENTAL LINE)

### JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing  
**TO SAN FRANCISCO OR SEATTLE.**  
**THE "PRESIDENT LINERS"**

**TO SAN FRANCISCO VIA HONOLULU SHANGHAI**  
**KOBE AND YOKOHAMA.**

"THE SUNSHINE BELT"  
**PRESIDENT PIERCE** ... Tuesday, June 7th  
**PRESIDENT TAFT** ... Tuesday, June 21st  
**PRESIDENT JEFFERSON** ... Tuesday, July 5th  
**PRESIDENT GRANT** ... Tuesday, July 19th  
**PRESIDENT MADISON** ... Tuesday, Aug. 2nd  
 Thereafter Fortnightly Sailings on Tuesdays.

**HONG KONG TO EUROPE**  
**SPECIAL LOW RATES**  
 Via San Francisco or Seattle  
**£120 £112**

### DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States  
 and Canada, with liberal stop-over privileges for  
 Sightseeing. Ask for information. Following are  
 suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 1	Seattle	Leviathan	July 8	C'burg-Shampton
June 7	San Francisco	Olympic	July 15	C'burg-Shampton
June 15	Seattle	Geo. Washington	July 22	C'burg-Shampton
June 21	San Francisco	Homeric	July 29	C'burg-Shampton
June 29	Seattle	Leviathan	Aug. 7	C'burg-Shampton
July 5	San Francisco	Majestic	Aug. 12	C'burg-Shampton
July 13	Seattle	Berengaria	Aug. 16	C'burg-Shampton
July 19	San Francisco	Leviathan	Aug. 26	C'burg-Shampton
July 27	Seattle	Aquitania	Aug. 30	C'burg-Shampton
Aug. 2	San Francisco	Majestic	Sept. 9	C'burg-Shampton
Aug. 10	Seattle	Mauretania	Sept. 12	C'burg-Shampton
Aug. 16	San Francisco	Olympic	Sept. 23	C'burg-Shampton

**TO SEATTLE AND VICTORIA VIA SHANGHAI,**  
**KOBE AND YOKOHAMA.**  
**"THE FAST SHORT ROUTE"**

**PRESIDENT MADISON** ... Wednesday, June 1st, 8 a.m.  
**PRESIDENT JACKSON** ... Wednesday, June 15th  
**PRESIDENT McKINLEY** ... Wednesday, June 29th  
**PRESIDENT LINCOLN** ... Wednesday, July 13th  
**PRESIDENT CLEVELAND** ... Wednesday, July 27th  
 Thereafter Fortnightly Sailings on Wednesdays.

**TO EUROPE AND NEW YORK.**  
**VIA MANILA, STRAITS, COLOMBO, SUEZ—**  
**PORT SAID—ALEXANDRIA—NAPLES**  
**—GENOA—MARSEILLES**

**Thence to BOSTON AND NEW YORK.**  
**PRESIDENT MONROE** ... Tuesday, June 7th, 8.00 a.m.  
**PRESIDENT WILSON** ... Tuesday, June 21st, 8.00 a.m.  
**PRESIDENT BUREN** ... Tuesday, July 5th, 8.00 a.m.  
**PRESIDENT HAYES** ... Tuesday, July 19th, 8.00 a.m.  
**PRESIDENT POLK** ... Tuesday, Aug. 2nd, 8.00 a.m.  
 Thereafter Fortnightly Sailings on Tuesdays.

**TO MANILA.**  
**PRESIDENT MONROE** ... June 7th, 8.00 a.m.  
**PRESIDENT JACKSON** ... June 7th, 6.00 p.m.  
**PRESIDENT TAFT** ... June 13th, 6.00 p.m.  
**PRESIDENT WILSON** ... June 21st, 6.00 a.m.  
**PRESIDENT McKINLEY** ... June 21st, 6.00 p.m.

For Passenger and Freight Rates apply to  
**ROBERT DOLLAR CO.**  
 GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).  
 Telephone: Central 2477, 2478 & 795.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
**VETARZO BLOOD MEDICINE**  
 Never before was there anything like it, nor are its marvellous properties  
 likely ever to be equalled in diseases arising from impure blood. It sear-  
 ches out and expels from the vital current every lurking trace of poison-  
 ous matter, curing blood and skin diseases, scrofulous and glandular  
 swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre  
 or Derbyshire Neck, etc. It improves the general health and quickly  
 removes long-standing bronchitis, asthma and hacking, straining,  
 spasmodic cough, too often the precursor of consumption.  
**LIFE WITHOUT HEALTH IS LIVING DEATH.**  
**VETARZO BRAIN AND NERVE FOOD.**  
 For Nervous Breakdown and Chronic Weakness.  
**VETARZO REGULATORS.** Safe and Reliable.  
 English Price 2s. (either remedy). The **VETARZO REMEDIES CO.**,  
 Gospel Oak, N.W.6, London, Eng. Unprincipled Dealers may try to  
 sell you substitutes also for extra profit—do not accept it. Insist on  
 having **VETARZO**. The genuine has words "**VETARZO REMEDIES**"  
 in Government Stamp. Sold by LEADING CASH CHEMISTS.

Hall, Mrs. E. Le Roy Smith, Miss Mr. G. M. Mueller, Mrs. L. Cassel,  
 Veronica Smith, Miss J. McCaslin, Mr. and Mrs. Bryant, Mrs. R. F.  
 Mr. and Mrs. F. H. Freytag, Mac- Cuyugan, Mr. H. B. Sheldon, Rev.  
 ter L. Freytag, Miss C. J. Freytag, E. P. Burt, Mrs. J. Spengler.

## I N D O - C H I N A

STEAM NAVIGATION COMPANY, LIMITED.

### SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SWATOW	... "MINGSANG"	Wednesday, 1st June, at 3 p.m.
CANTON	... "WAISHING"	Thursday, 2nd June, at 7 a.m.
CANTON	... "YATSHING"	Thursday, 2nd June, at 7 a.m.
KOBE via AMOY & MOJI	... "KUTSANG"	Friday, 3rd June, at 7 a.m.
STRAITS & CALCUTTA	... "FOOKSANG"	Saturday, 4th June, at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	... "SUISANG"	Sunday, 5th June, at 7 a.m.
TIENSIN via SWATOW & SHANGHAI	... "WAISHING"	Sunday, 5th June, at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "KWONGSANG"	Wednesday, 8th June, at 10 a.m.
SANDAKAN	... "MAUSANG"	Friday, 10th June, at 3 p.m.
TIENSIN	... "CHIPSING"	Sunday, 12th June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "HANGSANG"	Sunday, 12th June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "FOOSHING"	Wednesday, 15th June, at 7 a.m.
STRAITS & CALCUTTA	... "KUMSANG"	Wednesday, 15th June, at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "HOPSANG"	Sunday, 19th June, at 7 a.m.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO., LTD.,**  
 GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

## GLEN LINE.

FARE: HONG KONG TO LONDON £92.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENBEG" ... (via Oran) Noon, 2nd June.  
 Steamship "CARNARVONSHIRE" ... (via Oran) 2nd July.  
 Steamship "PEMBROKESHIRE" ... (via Oran) 27th July.  
 Motor Vessel "GLENOGLE" ... 24th August.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "PEMBROKESHIRE" ... Due Hong Kong.  
 Steamship "GLENIFFER" ... 11th June.  
 Motor Vessel "GLENOGLE" ... 23rd June.  
 Motor Vessel "GLENAMOY" ... 7th July.  
 Motor Vessel "GLENAGARRY" ... 26th July.  
 Motor Vessel "GLENAGARRY" ... 4th August.

For Freight, Passage and further Particulars, apply to:

**JARDINE, MATHESON & CO., LTD.**  
 AGENTS: THE GLEN LINE, LTD.

## DODWELL & CO., LTD

### NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.  
 S.S. "CORBY CASTLE" ... sails on or about 19th June

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
 FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
 TAKING CARGO ON THROUGH BILLS OF LADING TO  
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA  
 AND DANUBE PORTS.  
 REDUCED PASSAGE RATES  
 BRINDISI, VENICE & TRIESTE ... £72. 10s. 0d.  
 LONDON ... £80. 0s. 0d.

### NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI  
 From Hong Kong.  
 M.V. "VIMINALE" ... Sails on or about 23rd June  
 M.V. "REMO" ... Sails on or about 21st July  
 HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE  
 From Hong Kong.  
 S.S. "VENEZIA" ... Sails on or about 9th June  
 M.V. "ROMOLO" ... Sails on or about 28th June  
 M.V. "VIMINALE" ... Sails on or about 26th July

### NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.  
 S.S. "UMSINGA" ... Sails from Calcutta 3rd June  
 S.S. "UMVOLOSI" ... Sails from Calcutta 30th June  
 Regular Passenger and Cargo Service to South African Ports.  
 Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—  
**DODWELL & CO., LIMITED.**  
 Telephone: Central 1030. Agents.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings  
 subject to alteration without notice.

FOR  
**SWATOW, AMOY & FOOCHOW**  
 AND RETURN  
 (Occupying 5 to 9 Days)

\*HAIPHONG ... Saturday, the 4th June, at 1 p.m.  
 HAICHING ... Tuesday, the 7th June, at 1 p.m.  
 \* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Hake Pier).  
 Round Trip Tickets will be issued from Hong Kong to Foochow  
 (Pagoda Anchorage) or vice versa and Return by the same steamer at  
 the Reduced Rate of \$80.00 including Meals while the steamer is in Port.  
 For Freight and Passage apply to—

**DOUGLAS LARPAIK & CO.**  
 General Managers.



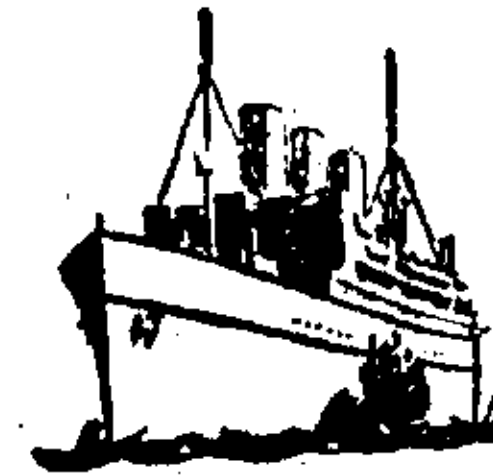
Going home—  
Combine Rail Trip  
with Sea Travel!

Shortest,  
Coolest  
Way



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NO hot, monotonous weeks and weeks of ocean voyaging... But cool, comfortable and varied... Short sea journey... fast rail trip, then... a second short sea trip... if you desire to visit Europe, each transfer but a step to train or steamer. And, the delightful excitement of gliding through the Canadian Pacific Rockies... "50 Switzerland in One." Magnificent hotels too—if you have time... at Victoria and Vancouver, at mid-high Banff and Lake Louise... all the way through. From Montreal or Quebec, Empress of the Atlantic and Cabin Class Ships sail 1,000 miles up the sheltered St. Lawrence... only 4 days of open Atlantic. Canadian Pacific Steamship and Railway Services are all one management... world-famed for equipment and courteous personal attention.

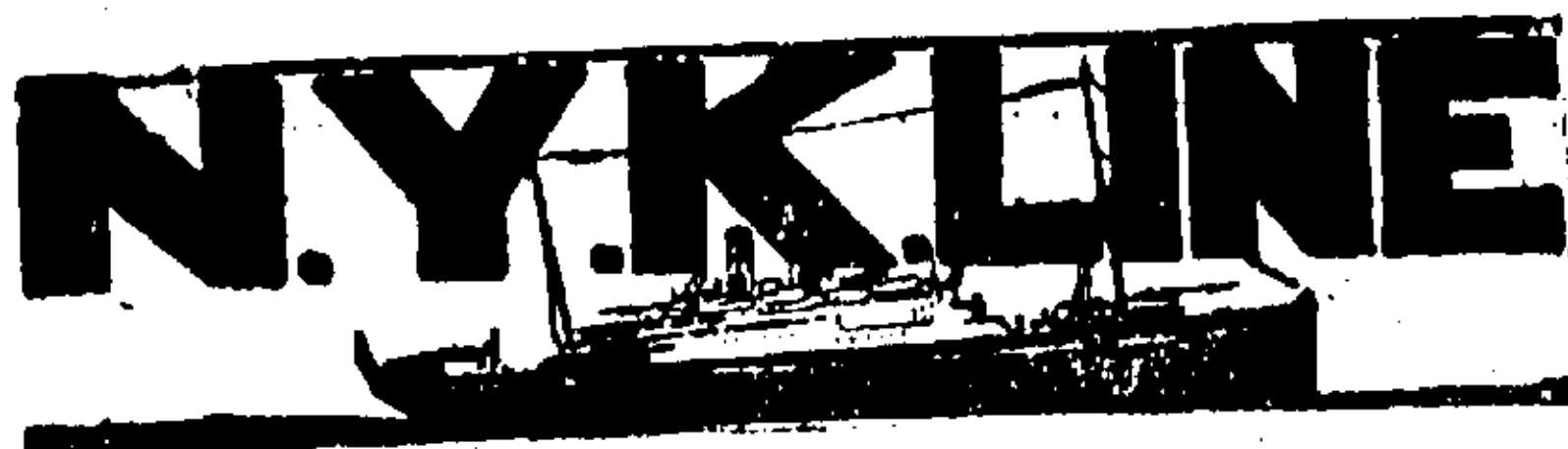


Select then—the Empress of Canada, Empress of Asia or Empress of Russia... largest and fastest liners across the Pacific... sailing frequently from Manila, Hong Kong, Shanghai, Kobe, Yokohama. Direct connections at Victoria and Vancouver for Pacific Coast points in the United States.

9 Days Only—Yokohama to Vancouver

Let a Canadian Pacific agent... or his representative, who will gladly call... tell you how attractive are the through rates... how luxuriously comfortable the routes... and how short and convenient they are.

**Canadian Pacific**  
The World's Greatest Travel System



SAILINGS SUBJECT TO ALTERATION  
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Monday, 13th June, at Noon  
KORRA MARU ... Tuesday, 20th June, at 10 a.m.  
SHINYO MARU ... Tuesday, 12th July

\* Calls Keelung & Los Angeles.  
LONDON via Singapore, Suez, Marseilles & Ports.

HAIONE MARU ... Saturday, 4th June, at 11 a.m.  
SUWA MARU ... Saturday, 18th June, at 11 a.m.  
FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd June, at 11 a.m.  
AKI MARU ... Wednesday, 29th July, at 11 a.m.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 11th June  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 8th June, at Noon  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU ... Saturday, 9th July

NEW YORK and/or BOSTON via PANAMA.

ASUKA MARU ... Monday, 13th June  
TAKAOKA MARU ... Wednesday, 29th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DURBAN MARU ... Thursday, 16th June

CALCUTTA via Singapore, Penang & Raigoon.

TOKUSHIMA MARU ... Wednesday, 8th June  
NAGANO MARU (Omit Calcutta) ... Tuesday, 14th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 17th June

SHANGHAI KOBE & YOKOHAMA.

CHUJI MARU ... Sunday, 5th June

PENANG MARU (Omit Moji) ... Monday, 13th June

HAKUSAN MARU ... Monday, 13th June

MATSUYE MARU ... Friday, 14th June

For further information, apply to—  
NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).

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JAVA-CHINA-JAPAN-LIJN.

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## Shipping News

Daily Statement, Waterfront  
News, etc.

### YESTERDAY'S FREIGHT RETURNS.

LOCAL AND THROUGH  
CARGOES DOWN.

HEAVY OIL SHIPMENT.

With fourteen vessels arriving into port during the 24 hours ended at 9 a.m. yesterday, freights for the Colony and for ports beyond showed a decrease. Nine vessels out of the 14 arrivals discharged here a total of 5,140 tons. Three British steamers accounted for 3,318 tons. The heaviest return was 2778 tons brought by the s.s. *Fuwa Song*, from Singapore and Bangkok.

Through freights were manifested on six vessels and amounted to 8,767 tons with 276 tons on two British steamers.

The two best returns were 2,317 tons and 2,100 tons. The former was carried by the s.s. *Chicago Maru*, from Yokohama and Moji, and the latter on the *Typhoon*, from Shanghai and Keelung.

#### Miscellaneous.

There was a shipment of fuel oil amounting to 6,700 tons brought into the Colony by the s.s. *Lampoon* from San Pedro and Shanghai. The *Typhoon* from Chinwangtao discharged 3,330 tons of coal here and carried 1,350 tons for other ports.

#### Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—British, 5 arrivals and 5 departures; American, 2 arrivals and 3 departures; Dutch, 2 arrivals and 1 departure; Norwegian, 1 arrival and 1 departure; Japanese, 3 arrivals and 5 departures; Chinese, 1 arrival and 2 departures; and German, 1 departure.

The following were the cargo carriers:—S.S. *Empress of Canada* (British) from Manila, 340 tons general for Hong Kong and 50 tons for other ports. S.S. *Sumner* (British) from Canton, 200 tons general for other ports. S.S. *Lampoon* (British) from San Pedro and Shanghai, 6,700 tons fuel oil for Hong Kong. S.S. *Chung Shing* (British) from Shanghai and Swatow, 200 tons general for Hong Kong. S.S. *Fuwa Song* (British) from Singapore and Bangkok, 2,778 tons general for Hong Kong. S.S. *President Madison* (American) from Manila, 174 tons general for Hong Kong and 1,205 tons for other ports. S.S. *Typhoon* (Dutch) from Shanghai and Keelung, 80 tons general for Hong Kong and 2,100 tons for other ports. S.S. *Chicago Maru* (Japanese) from Yokohama and Moji, 2,317 tons general for Hong Kong and 2,317 tons for other ports. S.S. *Nitta Maru* (Japanese) from Seattle, 500 tons general for Hong Kong and 800 tons for other ports.

### DAILY WATERFRONT NEWS.

"GANGES MARU" SAFE.

MANILA TYPHOON CAUSED  
SLIGHT DAMAGE TO  
"EMPEROR OF  
CANADA."

[BY LONGSHOREMAN.]

The latest information received with regard to the s.s. *Ganges Maru*, which was lying off the Pratas, with a broken rudder on Monday, was to the effect that she had successfully rigged a temporary rudder, and that the sea having calmed, she was able to proceed to Takao, Formosa, to which port she was bound without assistance.

It was also reported that the *Ganges Maru* encountered a severe storm on Sunday and Monday and was badly buffeted. After the rudder had broken, the vessel was carried many miles out of her course and when the S.O.S. messages were sent, the master, Capt. Shimazaki, had lost all idea of the vessel's position.

Manila Typhoon And The "Empress Of Canada."

While the R.M.S. *Empress of Canada* was lying alongside the wharf at Manila, the typhoon was blowing at its worst, and a small vessel which had broken from its mooring, struck the *Empress of Canada* across the stern.

With the exception of a few plates dented above the water line, the *Canada* was none the worse for the impact. The plates were being straightened yesterday and the liner will sail to-day according to her schedule.

#### Delayed By Weather.

The China Navigation s.s. *Kalgun*, bound from Singapore to Swatow and Amoy, had to anchor outside Hong Kong on Monday. She had been delayed by unfavourable weather and stopped to replenish stores and water.

"Despedida" To Mr. Barney.

Members of the staff of the Manila office of the Great Steamship Line gave a "despedida" in honour of Mr. W. B. C. Barry, last night at the Lerma Cabaret last week. Mr. Barry is returning to the United States on the *President Madison* after a long sojourn in the Philippines.

Chinese Passengers' Entry.

Five vessels brought a total of 2,921 Chinese deck passengers into the Colony during the 24 hours ended at 9 a.m. yesterday. The m.v. *Comer* brought 2,145 from Belawan and Singapore. The majority of these were bound for native homes.

Another Straits Steamer.

Yesterday particulars were given of the arrival at Singapore of the Straits Steamship Company's new steamer *Lips*. Her sister ship, the *Laird*, built by Hall, Russell & Co., Ltd., at Aberdeen, arrived at Singapore last Monday (May 23rd). She is registered at Singapore, and is a vessel of 828 tons gross, and 461 tons net, carrying a crew of twenty-eight and having bunkers with a capacity of 81 tons. The *Laird* left Aberdeen on April 7th, with a cargo of coal and touched at Gibraltar, Port Said, Colombo and Penang.

### River Boat Changes.

Captain Zollern of the s.s. *Fuwa On*, plying between Hong Kong and Canton, has resigned, and Captain G. A. Cornard has taken his place, and took the steamer to Canton yesterday. Mr. J. McCarthy, who has been First Officer of the s.s. *Sai On*, is taking over the captaincy of the s.s. *Kong Nang* when that vessel resumes river service.

#### Anchors Found.

The Harbour Master at Shanghai in a notice issued on May 21st, states:—A patent anchor, approximately one ton 12 cwt., has been recovered from Astrea Channel in the vicinity of Buoy No. 4 and is now lying off the Customs property at Woosung, where it may be inspected at low water.

One fluke of this anchor bears the words "Latest Improved pattern, Hall's patent, and the other 'Sole maker Kobe Steel Works, Ltd.' It is this property is not claimed and salvage paid, it becomes the property of the salvor.

Passengers On "President" Liners.

The s.s. *President Madison*, from Manila, arrived in port yesterday with a full capacity of passengers. She also brought 474 tons of general cargo for this port and carried 1,205 tons for other ports. Amongst her passengers, there were three for Hong Kong, 17 for Shanghai, one for Kobe, two for Yokohama and 21 for Seattle.

#### The "President Pierce."

The s.s. *President Pierce* left here on Monday for Manila and carried about 70 first class passengers to that port. Among the passengers were the following:

Rev. and Mrs. A. H. Page and child, making a short visit to Manila. Rev. Page is attached to the American Baptist Mission at Swatow.

Mr. and Mrs. F. B. Lynch of the National City Bank, being transferred to Manila. Mr. Lynch was formerly in Canton.

Mr. and Mrs. H. G. Stower, returning to Manila after vacation in Europe. Mr. Stower is a prominent business man in Manila. Mr. and Mrs. Ralph M. Moon and child, from Manila going to Manila, thence back all the way through Europe on the s.s. *President Pierce*.

Mr. and Mrs. Parker, to Manila. Mr. Parker is the local manager of the Standard Oil Co. of New York. Mr. H. Lamond, on a business trip to Manila. Mr. Lamond is a frequent traveller on the "President" Liners.

#### "Kajang" Improved.

The Straits Steamship Co. have improved the *Kajang's* first class deck accommodation, which was formerly poor for an otherwise fine and steady vessel. The deck has been extended over the No. 3 hatch almost as far as the funnel, with the result the one can now get quite a reasonable walk or, if desired, play quoits, deck golf, etc., and even dance. As the central part of the extension has to be removed in ports when the hatch is to be worked, the covering is not permanent, but a double awning is provided, which is perfectly sun proof and as good as could be desired. The external appearance of the vessel has been hardly affected by this welcome change, which gives us three comfortable and well appointed vessels on the run, instead of only two.—B.N.B. Herald.

## BANK LINE LTD.

AGENTS FOR:

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF PEKIN" ... Marseilles, Havre, London & Hamburg ... 6th June

S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 13th July

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 13th Aug.

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALESTINE" or "CITY OF SPARTAN" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF KOBE" ... via Suez Canal ... 13th June

S.S. "CITY OF CHESTER" ... via Suez Canal ... 17th July

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August

ALSO AGENTS FOR:

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Ludoritz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

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## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"KASHMIR"	8,985	11th June	Marseilles, London and Antwerp.
"MIRZAPORE"	6,715	16th June	Marseilles and London.
"MANTUA"	10,944	25th June	Marseilles and London.
"KHIVA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,114	16th July	Marseilles, London and Antwerp.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

Steamship	Tons.	Date	Destination.
"TALAMBA"	8,018	9th June	Singapore, Penang and Calcutta

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons.	Date	Destination.
"TANDA"	6,956	3rd June, 11 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st July	
"ARAFURA"	6,000	29th July	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Haio, Cebu, Kolambagan, Iwaco, Tumor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons.	Date	Destination.
"ST. ALBANS"	4,500	7th June	Moji, Kobe, Osaka & Yokohama.
"TALMA"	10,000	10th June	Amoy, Moji, Kobe and Osaka.
"KALYAN"	9,144	16th June	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	23rd June	Shanghai, Moji, Kobe and Yokohama.
"NOVARA"	6,989	29th June	Moji, Kobe, Osaka & Yokohama.
"ARAFURA"	6,000	5th July	Shanghai, Moji, Kobe and Yokohama.
"KASHGAR"	9,005	8th July	Shanghai, Moji, Kobe and Yokohama.
"RAWALPINDI"	16,619	22nd July	Shanghai, Moji, Kobe and Yokohama.
"KHYBER"	9,114	5th Aug.	Shanghai, Moji, Kobe and Yokohama.
"MOREA"	10,953	19th Aug.	do.
"KHIVA"	9,135	2nd Sept.	do.
"MALWA"	10,886	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.

\* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. \*Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer. All cabins are fitted with Electric Fans free of charge. Steamer on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing. For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornmarket Road Central, HONGKONG. Agents. 1

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG

AND SCANDINAVIAN PORTS.

Loading about:

m.v. "JAPAN" ... 12th June, 1927

m.v. "BENARES" ... 31st July, 1927

FOR SHANGHAI AND JAPAN PORTS.

Loading about:

m.v. "BENARES" ... 29th June

m.v. "NANKING" ... 14th July

For further particulars, apply to the Agents—

GILMAN & CO., LTD. G. E. HUYGEN.

Hong Kong. Canton.

Wireless Telegraphy. The steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.



